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**Service Director – Legal, Governance and
Commissioning**

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Tuesday 6 February 2024

Notice of Meeting

Dear Member

Licensing and Safety Committee

The **Licensing and Safety Committee** will meet in the **Council Chamber - Town Hall, Huddersfield** at **10.00 am** on **Wednesday 14 February 2024**.

This meeting will be live webcast. To access the webcast please go to the Council's website at the time of the meeting and follow the instructions on the page.

The items which will be discussed are described in the agenda and there are reports attached which give more details.

A handwritten signature in black ink, appearing to read "Julie Muscroft", on a light background.

Julie Muscroft

Service Director – Legal, Governance and Commissioning

Kirklees Council advocates openness and transparency as part of its democratic processes. Anyone wishing to record (film or audio) the public parts of the meeting should inform the Chair/Clerk of their intentions prior to the meeting.

The Licensing and Safety Committee members are:-

Member

Councillor Amanda Pinnock (Chair)
Councillor Zarina Amin
Councillor Aafaq Butt
Councillor Imran Safdar
Councillor Jo Lawson
Councillor Carole Pattison
Councillor Mohan Sokhal
Councillor Adam Zaman
Labour Group Vacany
Councillor Timothy Bamford
Councillor Adam Gregg
Councillor Vivien Lees-Hamilton
Councillor Donna Bellamy
Councillor Andrew Marchington
Councillor Karen Allison

When a Member of the Licensing and Safety Committee member cannot attend the meeting, a member of the Substitutes Panel (below) may attend in their place in accordance with the provisions of Council Procedure Rule 35(7).

Substitutes Panel

Conservative

B Armer
R Smith
M Thompson
J Taylor
D Hall

Green

S Lee-Richards
A Cooper

Labour

S Hall
M Kaushik
B Addy
P Moore E Firth
T Hawkins
H Zaman

Liberal Democrat

PA Davies
J Lawson
A Munro
A Pinnock
A Smith

Agenda

Reports or Explanatory Notes Attached

Pages

1: Membership of the Committee

To receive apologies for absence from those Members who are unable to attend the meeting and details of substitutions and for whom they are attending.

2: Minutes of Previous Meeting

1 - 6

To approve the minutes of the meeting of the Panel held 19th July 2023.

3: Declaration of Interests

7 - 8

Members will be asked to say if there are any items on the Agenda in which they have any disclosable pecuniary interests or any other interests, which may prevent them from participating in any discussion of the items or participating in any vote upon the items.

4: Admission of the Public

Most agenda items take place in public. This only changes where there is a need to consider exempt information, as contained at Schedule 12A of the Local Government Act 1972. You will be informed at this point which items are to be recommended for exclusion and to be resolved by the Board.

5: Deputations/Petitions

The Committee will receive any petitions and/or deputations from members of the public. A deputation is where up to five people can attend the meeting and make a presentation on some particular issue of concern. A member of the public can also submit a petition at the meeting relating to a matter on which the body has powers and responsibilities.

In accordance with Council Procedure Rule 10, Members of the Public must submit a deputation in writing, at least three clear working days in advance of the meeting and shall subsequently be notified if the deputation shall be heard. A maximum of four deputations shall be heard at any one meeting.

6: Public Question Time

To receive any public questions.

In accordance with Council Procedure Rule 11, the period for the asking and answering of public questions shall not exceed 15 minutes.

Any questions must be submitted in writing at least three clear working days in advance of the meeting.

7: Hackney Carriage Demand Survey

9 - 70

The purpose of this report is to inform members of the outcome of the survey to measure demand for hackney carriages within the district.

Contact: Fiona Goldsmith, Public Protection Group Leader,
Licensing

8: Licensing Services - Update report

71 - 86

The purpose of the report is to inform Members of the activities undertaken to discharge the Council's licensing functions from 1st April 2023 to 30th September 2023.

Contact: Fiona Goldsmith, Public Protection Group Leader,
Licensing

9: Decision Making - Hackney Carriage and Private Hire 87 - 118

The purpose of the report is for Members to consider and resolve a decision-making process relating to the hackney carriage and private hire licensing service.

Contact: Fiona Goldsmith, Public Protection Group Leader,
Licensing

10: Officer Delegation for minor policy and process changes - Hackney Carriage and Private Hire Licensing 119 - 122

The purpose of the report is to ask Members to delegate policy and process changes to the head of public protection in conjunction with the Chair of the Licensing and Safety Committee where the changes are minor and will not negatively affect the licensed trade.

Contact: Fiona Goldsmith, Public Protection Group Leader,
Licensing

11: Hackney Carriage and Private Hire Vehicle specification policy review 123 - 236

The purpose of the report is to inform members of the results of the consultation for the proposed changes to the Council's current Hackney Carriage and Private Hire Vehicle Specification Policy.

Contact: Fiona Goldsmith, Public Protection Group Leader,
Licensing

Contact Officer: Jenny Bryce-Chan

KIRKLEES COUNCIL

LICENSING AND SAFETY COMMITTEE

Wednesday 19th July 2023

Present: Councillor Amanda Pinnock (Chair)
Councillor Zarina Amin
Councillor Ammar Anwar
Councillor Aafaq Butt
Councillor Moses Crook
Councillor Jo Lawson
Councillor Mohan Sokhal
Councillor Adam Zaman
Councillor Timothy Bamford
Councillor Adam Gregg
Councillor Donna Bellamy
Councillor Andrew Marchington
Councillor Karen Allison

In attendance: Fiona Goldsmith, Public Protection Group Leader
Russell Williams, Operational Manager, Public Protection
Martin Wood, Head of Public Protection
Tahir Lanif, Legal Advisor to the Committee

Apologies: Councillor Carole Pattison

- 1 Membership of the Committee**
Apologies were received on behalf of Councillor C Pattison.
- 2 Minutes of Previous Meeting**
RESOLVED – That the minutes of the meeting held on 1 February 2023 be approved as a correct record.
- 3 Interests**
No interests were declared.
- 4 Admission of the Public**
All agenda items were considered in public session.
- 5 Deputations/Petitions**
No deputations or petitions were received.
- 6 Public Question Time**
No questions were asked.
- 7 Licensing Services Update Report**

Licensing and Safety Committee - 19 July 2023

The Committee received a report which provided the Committee with an update on the activities undertaken by the Council's Licensing Service from 1 October 2022 to March 2023.

Fiona Goldsmith, Public Protection Group Leader, advised the Committee that the overriding aim of the licensing service, when carrying out its functions relating to the licensing of hackney carriage and private hire drivers, vehicle proprietors and operators, was the safety of the travelling public and others who used hackney carriage and private hire services.

The number of hackney carriage and private hire licenses in force as of 24 May 2023 was 5,322 and the number of applications processed by the service in the reporting period was 2,032.

Vehicle testing between October 2022 and March 2022, had been carried out between George Street testing station and Vine Street testing station. The Committee noted that service standards were introduced in August 2021 with the monitoring of those standards commencing in October 2021.

Further to a request by the Committee on 2 March 2022, the report contained details of the 16 decisions that had been taken by the Group Leader in the reporting period following the adoption of the Fitness and Suitability Policy in August 2019.

Ms Goldsmith informed the Committee that due to the demand for home to school transport drivers increasing, the licensing service was working with school transport on the creation of a new licence to be issued for new driver and new vehicle applicants in which the applicant would gain a licence specifically to undertake school contract jobs but that such a licence would restrict them from being able to complete the usual private hire advanced bookings. Ms Goldsmith advised the Committee that further details would be presented to Members at a later meeting.

The information being presented, outlined the decisions and licensing activities that had taken place between 1 October 2022 and 31 March 2023. The Committee was presented with the following:

- That the Licensing Panel had heard six applications within the reporting period, with a total of 2,854 applications being received by the service.
- In the previous 6-month period, between 1 April 2022 and 30 September 2022, the service received a total of 2,906 applications.
- the licensing team and the police licensing officers based within the service worked closely with Trading Standards. Visits to premises were conducted when intelligence had been gathered by Trading Standards to suggest there was the sale of illicit tobacco at a premises. Whilst not every premises visited was licensed, it was important that members were aware that trading standards worked in partnership with the service and enforcement action was taken.

Licensing and Safety Committee - 19 July 2023

- In December 2022, four premises in South Kirklees were visited and in January 2023, four premises in both North and South Kirklees were visited.
- Licensing Officers undertook proactive enforcement activities outside normal working hours which varied from licensed vehicle checks, licensed operator-based checks, licensed driver checks, premises licence compliance checks and gambling premises compliance checks.
- Officers carried out 16 out of hours proactive enforcement duties, as part of the service role to keep the public safe.
- During the reporting period, licensing officers had worked with the police and Driver and Vehicle Standards Agency on three occasions on joint operations regarding safer roads conducting vehicle checks on vehicles, specifically licensed vehicles, for the licensing officers.
- on the three joint operations a total of 52 vehicles were checked and of those, 29 were found to have no defects.

RESOLVED – That the Licensing Services update report be noted.

8 Geographical Knowledge Test Report

The Committee considered a report on the requirement for all new hackney carriage and private hire driver applicants to complete and pass a geographical knowledge test and whether this requirement should be removed.

The Driver Training Policy, which was adopted in August 2019 and was appended to the considered report, did not come into effect until August 2021 with test bookings commencing in September 2021. Members of the Committee had previously resolved agree to make permanent the temporary change in policy that if an applicant produced evidence that they had undertaken a qualification at Entry 3 level or above in the UK, then they would be permitted to pass to the next stage of the theory and knowledge training and test.

The report advised that in order to pre-empt the new statutory taxi and private hire best practice guidance and to continue to strive to offer the best service to applicants it was proposed that the requirement for the geographical knowledge test for all new driver applicants be removed.

The Committee noted however, that it would remain an option to require any licensed driver to undertake a geographical knowledge test where multiple complaints of a similar nature indicated there may be issues with a driver's knowledge of the local area.

RESOLVED – That the requirement to undertake and pass the local geographical knowledge test for new licensed driver applicants be removed.

9 Vehicle Policy Review Report

The Committee considered a report which sought approval to consult on the review of the hackney carriage and private hire vehicle policy. The current vehicle

specification was appended to the considered report and had not been reviewed since July 2008.

The report informed the Committee that a review had been undertaken which took consideration of matters raised by the hackney carriage and private hire trade relating to (i) vehicle age limits (ii) window tints (iii) door signs and (iv) vehicle testing. The issue of the cost of a licence was calculated in accordance with the cost of administration of applications and ongoing compliance of the licence and would be addressed separately during the review of all the hackney carriage and private hire fees.

The draft vehicle specification policy was attached at Appendix 2 of the considered report, and the Committee was asked to resolve to agree to the commencement of a 12-week consultation on the draft vehicle policy. The Committee was also asked to agree the proposed consultation questions as shown at Appendix 3 of the report.

Following the consultation period, it was proposed that the findings and results would be considered at a future meeting of the Committee.

RESOLVED –

- 1) That the Hackney Carriage and Private Hire Vehicle policy review report and associated appendices be noted.
- 2) That authority be given for officers to commence a 12-week consultation regarding the proposed changes to the existing vehicle specification.
- 3) That a report outlining the results of the consultation be considered at a future meeting of the Licensing and Safety Committee.
- 4) That the proposed consultation questions, as appended to the considered report, be agreed with an additional question proposing no age limit for vehicles.

10 Fitness and Suitability consultation response report

The Committee considered a report which informed Members of the results of the consultation for the proposed changes to the Hackney Carriage and Private Hire Fitness and Suitability Policy.

At the meeting of the Committee on 5 October 2023, Members resolved for officers to carry out a three-month consultation in relation to the proposed changes to the existing policy. The proposed draft policy was contained in Appendix 1 of the considered report, and the results of the consultation were brought for consideration by the Committee.

The Committee was advised that drop-in sessions were offered to the hackney carriage and private hire trade to attend and that the following were consulted upon in relation to the proposed policy: -

- All licence holders
- Public Health
- LADO inc Kirklees Safeguarding Children and Adults Boards
- Safer Kirklees Council

Licensing and Safety Committee - 19 July 2023

- All Ward Councillors
- All MP's
- Susie Lamplugh Trust
- National PH and Taxi Association
- All Neighbouring Authorities
- All Unions (GMB, Unison, Unite)
- West Yorkshire Police
- Members of the public via Council comms

The Committee noted that the survey resulted in 333 responses, and a breakdown of the survey questions and responses was found at Appendix 2. GMB union had provided a response to the consultation which was appended to the report at Appendix 4 and a copy of the full survey responses was found at Appendix 5 of the considered report.

The Committee was advised that the council's current fitness and suitability policy met the requirements of the Department for Transport's Statutory Taxi and Private Hire Vehicle Standards, as at Appendix 6.

RESOLVED –

- 1) That the proposed draft fitness and suitability policy as at Appendix 1 of the considered report be adopted.
- 2) That authority be delegated to officers to amend the wording contained in section 10 of the proposed fitness and suitability policy to provide clarity between the reporting of civil penalty notices and fixed penalty notices.

11 Cumulative Impact Policy Report

The Committee considered a report on proposals to consult on the need for a Cumulative Impact Assessment in Huddersfield and Dewsbury Town Centres.

The Committee was advised that in April 2018 the Police and Crime Act 2017 introduced a new provision within the Licensing Act 2003, Section 5A which placed cumulative impact assessments on a statutory footing and provided that a licensing authority may, in appropriate circumstances, publish a cumulative impact assessment ('the Assessment').

The report informed the Committee that by publishing an Assessment, a Local Authority set down a strong statement of intent about its approach to considering applications for the grant and variation of premises licences or club premises certificates in a specific area(s). The Council must have regard to the Assessment when determining or revising its Statement of Licensing Policy.

However, the report noted that the Assessment did not change the fundamental way that licensing decisions were made, as each application would still be considered on its own merit. It would still be open for the Council to grant an application where it was considered appropriate and where the applicant could demonstrate that they would not be adding to the cumulative impact.

Licensing and Safety Committee - 19 July 2023

The Committee was advised that data collected suggested that there was indicative evidence to suggest that offences with links to alcohol were an issue in both Dewsbury and Huddersfield Town Centres, and that evidence was appended to the considered report at Appendix 1.

Members of the Committee were asked to consider if there was sufficient evidence to consult on proposals to introduce a Cumulative Impact Assessment, and if so, to authorise officers to commence formal consultations with the results being presented to a future meeting of the Committee.

RESOLVED –

- 1) That there is sufficient evidence to consult on proposals to introduce a 'Cumulative Impact Assessment' for both Huddersfield and Dewsbury Town Centres.
- 2) That authority be delegated to officers to commence formal consultation, with the results of the consultation to be presented to a future Licensing and Safety Committee meeting.

KIRKLEES COUNCIL				
COUNCIL/CABINET/COMMITTEE MEETINGS ETC				
DECLARATION OF INTERESTS				
Licensing and Safety Committee				
Name of Councillor				
Item in which you have an interest	Type of interest (eg a disclosable pecuniary interest or an “Other Interest”)	Does the nature of the interest require you to withdraw from the meeting while the item in which you have an interest is under consideration? [Y/N]	Brief description of your interest	

Signed: Dated:

NOTES

Disclosable Pecuniary Interests

If you have any of the following pecuniary interests, they are your disclosable pecuniary interests under the new national rules. Any reference to spouse or civil partner includes any person with whom you are living as husband or wife, or as if they were your civil partner.

Any employment, office, trade, profession or vocation carried on for profit or gain, which you, or your spouse or civil partner, undertakes.

Any payment or provision of any other financial benefit (other than from your council or authority) made or provided within the relevant period in respect of any expenses incurred by you in carrying out duties as a member, or towards your election expenses.

Any contract which is made between you, or your spouse or your civil partner (or a body in which you, or your spouse or your civil partner, has a beneficial interest) and your council or authority -

- under which goods or services are to be provided or works are to be executed; and
- which has not been fully discharged.

Any beneficial interest in land which you, or your spouse or your civil partner, have and which is within the area of your council or authority.

Any licence (alone or jointly with others) which you, or your spouse or your civil partner, holds to occupy land in the area of your council or authority for a month or longer.

Any tenancy where (to your knowledge) - the landlord is your council or authority; and the tenant is a body in which you, or your spouse or your civil partner, has a beneficial interest.

Any beneficial interest which you, or your spouse or your civil partner has in securities of a body where -

- (a) that body (to your knowledge) has a place of business or land in the area of your council or authority; and
(b) either -

the total nominal value of the securities exceeds £25,000 or one hundredth of the total issued share capital of that body; or
if the share capital of that body is of more than one class, the total nominal value of the shares of any one class in which you, or your spouse or your civil partner, has a beneficial interest exceeds one hundredth of the total issued share capital of that class.

REPORT TITLE: Hackney Carriage Demand Survey
Licensing and Safety Committee – Wednesday 14th February 2024

Cabinet date	N/A
Cabinet Member	Councillor Mussarat Pervaiz
Key Decision Eligible for Call In	No No
Purpose of Report The purpose of this report is to inform members of the outcome of the survey to measure demand for hackney carriages within the district.	
Recommendations Members are asked to consider the outcome of the study and relevant guidance. The options are: - <ul style="list-style-type: none"> • Note the report. • Continue to limit the number of hackney carriage vehicle licences to 224. • Release an additional set number of licences (possibly for wheelchair accessible and/or electric vehicles). • Lift Quality Restrictions altogether. Reasons for Recommendations <ul style="list-style-type: none"> • If members are minded to consider to release an additional number of licenses or lift quality restrictions this will require formal consultation and you will be required to instruct officers to carry out a consultation before bringing back the results for a final decision. 	
Resource Implications: There will be human resource and cost resource implications if members consider releasing additional licences or lift quality restrictions.	
Date signed off by <u>Strategic Director</u> & name Is it also signed off by the Service Director for Finance? Is it also signed off by the Service Director for Legal Governance and Commissioning?	Rachel Spencer-Henshall – 26.01.2024 Isabel Brittain – 31.01.2024 Julie Muscroft – 25.01.2024

Electoral wards affected: All

Ward councillors consulted: None

Public or private: Public

Has GDPR been considered? Yes, there is no personal data contained in this report.

1. Executive Summary

1.1 For Members to consider whether the Council should continue to impose quantity restrictions on hackney carriage vehicle licences.

2. Information required to take a decision

2.1 Kirklees Council currently restricts the number of hackney carriage vehicle licences to 224 for the whole of the district. The present legal provision on quantity restrictions for hackney carriage vehicles outside London is set out in Section 16 Transport Act 1985.

2.2 Until this Act local authorities had unrestricted discretion to limit the number of hackney carriage vehicles which they would licence, section 16 removed this discretion. In essence, the effect of section 16 means that before a local authority can refuse an application for a hackney carriage vehicle licence, in order to limit the number of licensed taxis, they must be satisfied that there is no significant demand for the services of taxis, within the area to which the licence would apply, which is unmet.

2.2 In accordance with the Department for Transport's Best Practice Guidance issued in December 2023, those authorities who restrict the number of hackney carriage vehicles, should complete a survey at least every 5 years in relation to whether there is any significant unmet demand for hackney carriage vehicles and aligned to the production of Local Transport Plans where possible. This is a change to the previous Best Practice Guidance which required demand surveys to be completed every 3 years.

2.2 The previous survey was carried out in 2020, and at the meeting of the Licensing and Safety Committee on 17th December 2020, members resolved that the report and study conducted by Ian Millership of Licensed Vehicle Surveys and Assessments ("LVSA") be noted and in line with the officer recommendations the number of hackney carriage vehicle licences be limited to 224.

2.3 The 2023 study has again been conducted by Ian Millership from Licensed Vehicle Surveys and Assessment ('LVSA'), a summary of findings of the study will be presented to members of the committee at the meeting by Mr Millership and a full copy of the final report is attached at **Appendix 1**.

Methodology

2.4 The following methodology was used to conduct the study: -

- Review of relevant policies and standards to understand the authority's aspirations for meeting the travel needs of residents, and social inclusion and to provide context to determining the overall demand and how this should be met.
- 395 hours of rank observations were included in the detailed assessment of demand across the area.
- Audit of the ranks, including, monitoring passengers' waiting time, use of hackney carriage vehicles by wheelchair users and rank audits.
- Stakeholder consultation including members of the public, licensed trade, supermarkets, hotels, pub watch / individual pubs / night clubs, other

entertainment venues, restaurants, hospitals, police, disability representatives, rail operators, and other council contacts.

What is unmet demand?

2.5 Unmet demand is where a person turns up at a hackney carriage rank and finds there is no vehicle available for immediate hire.

Overall Conclusion

2.6 In summary the study considers that there is no unmet demand within Kirklees and the recommendation is to retain the limit. Whilst the level of demand suggests some spare/unused plates could be removed, on balance the report concludes that it is better to leave the few available to meet demand if required.

2.7 It is pleasing to see that the report still states that the hackney carriage trade is generally well-known and appreciated across the area, and is active across all main settlements, not just focussed on Huddersfield. The findings of the survey have found the hackney carriage trade is particularly important to the developing night life of Holmfirth, and the trade are working hard to ensure the needs there are met.

3. Implications for the Council

3.1 Working with People

One of the Licensing Services key priorities is to ensure that we maintain our high standards across the private hire and hackney carriage trades in order to protect the travelling public and ensure residents of Kirklees and the whole of West Yorkshire are transported safely and protected from harm and that they experience a high quality, clean, sustainable and green environment, as well as improve the customer experience.

3.2 Working with Partners

In developing its policies, the licensing service works with a number of partners, including but not limited to Kirklees safeguarding children's board, West Yorkshire Police, Public Health, Environmental Health, Community Safety Partnership, other West Yorkshire licensing authorities, and any other relevant partners.

3.3 Place Based Working

There is no specific impact in the context of this report.

3.4 Climate Change and Air Quality

There is no specific impact in the context of this report.

3.5 Improving outcomes for children

The Council wants to ensure children have the best start in life and to ensure that the people of Kirklees feel safe and are protected from harm. The Council has a duty to protect the travelling public and safeguard children travelling in licensed vehicles, in particular when travelling alone for the purpose of home to school transport.

3.6 Financial Implications

There are no financial implications, the cost of the survey and report are covered by the licence fees for the hackney carriage vehicles.

Should members resolve to increase the number of hackney carriage vehicles or remove the limit altogether, there will be financial implications involved in the consultation that will be required.

3.7 Legal Implications

The principal legislation that covers Hackney Carriage and Private Hire licensing is the Town Police Clauses Act 1847 and the Local Government (Miscellaneous Provisions) Act 1976.

The role of taxis and private hire vehicles detailed in the Department for Transport “Taxi and Private Hire Licensing Best Practice Guidance” states:

Taxis and private hire vehicles play a vital part in local transport, connecting residents to the local economy and in enabling businesses and residents to reach wider transport networks. All social groups use taxis and private hire vehicles. Groups that use them the most are low-income young women, amongst whom car ownership is low, and those with mobility difficulties.

The taxi and private hire vehicle sector is entirely demand-led. Though these services are most often associated with journeys for leisure, social and business purposes, they are an important part of the transport network and should be considered as part of local transport planning.

Taxis and private hire vehicle services reduce the need for private car ownership, enable key workers to commute when other modes are unavailable, provide door-to-door transport for those that are not able to travel via other modes and assist on meeting the needs for home-to-school transport provision. Taxis and private hire vehicles have a particularly important role in the night-time economy getting people home safely late at night.

The primary and overriding objective of licensing must be to protect the public. It is for licensing authorities to ensure that their licensing policy and requirements are proportionate, so that passengers can choose from a wide range of safe services.

3.8 Other (eg Risk, Integrated Impact Assessment or Human Resources)

Human Resources

There are no human resource issues in respect of this report.

IIA

There is no requirement for an IIA in relation to this report.

4. Consultation

4.1 LVSA consulted as noted in paragraph 2.4 of this report and in detail within the final report shown at Appendix 1.

5. Engagement

5.1 This is covered in the final report as shown at Appendix 1.

6. Options

6.1 Options considered

6.1 Members are asked to consider the outcome of the study and relevant guidance.

The options are:

- a) Note the report and the study by LVSA
- b) Continue to limit the number of hackney carriage vehicle licences to 224
- c) Release an additional set number of licences (possibly for wheelchair accessible and/or electric vehicles)
- d) Lift quality restrictions altogether

6.2 Members should note that should they be minded to consider options c or d above they can only do so following formal consultation and so should instruct officers to carry out a formal consultation before bringing back the results for a final decision.

6.2 Reasons for recommended option

The results of the survey show there is no unmet demand within Kirklees therefore, it is recommended that members resolve to maintain the existing limit of 224 hackney carriage vehicle licences.

7. Next steps and timelines

7.1 It is recommended that members: -

- Note the report and study completed by LVSA; and
- Resolve to agree to maintain the limit of 224 hackney carriage vehicles in Kirklees

7.2 If members are minded to consider to release an additional number of licenses or lift quality restrictions this will require formal consultation and members will be required to instruct officers to carry out a consultation before bringing back the results for a final decision.

8. Contact officer

Fiona Goldsmith

Group Leader – Licensing
Tel: 01484 221000 (ext 79921)
Email: Fiona.goldsmith@kirklees.gov.uk

9. Background Papers and History of Decisions

[Agenda for Licensing and Safety Committee on Thursday 17th December 2020, 10.00 am | Kirklees Council](#)

[Agenda for Licensing and Safety Committee on Tuesday 18th July 2017, 10.00 am | Kirklees Council](#)

10. Appendices

Appendix 1 – Demand Survey

11. Service Director responsible

Katherine Armitage
Service Director – Environmental Strategy and Climate Change
Tel: 01484 221000
Email: Katherine.armitage@kirklees.gov.uk



Kirklees Council
Hackney Carriage Unmet Demand Survey
November 2023

Executive Summary

This report title has been undertaken on behalf of Kirklees Council following the guidance of the April 2010 DfT Best Practice Guidance document, and all relevant case history in regard to unmet demand. This Executive Summary draws together key points from the main report that are needed to allow a committee to determine from the facts presented their current position in regard to the policy of limiting hackney carriage vehicle licences according to Section 16 of the 1985 Transport Act. It is a summary of the main report which follows and should not be relied upon solely to justify any decisions of a committee but must be read in conjunction with the full report below.

Results of this latest survey, whose rank observations were undertaken in late April 2023, found remarkable similarity in the operation of the hackney carriage fleet compared to the situation immediately pre-pandemic (early 2020). Overall observed usage of hackney carriages at ranks across the area is down just 3%, well against the national trend of significant decreases. This is also despite increase in app usage although this seems mainly to have impacted on private hire booked trips.

Though the trend of increasing focus on the larger ranks continues, and some further small ranks have effectively ceased being used, other new ranks observed this time are well-used, with particular growth continuing in Holmfirth albeit only at nights. There is evidence the limit policy has provided stability through a difficult period and that it continues to provide public benefit in terms of levels of service enjoyed by those using ranks in the full area.

The national issue of increased abuse of ranks by private cars is present here and this needs to be communicated to those that can enforce and reduce such abuse, which can lead to unmet demand and public safety issues when vehicles cannot easily service public at specific ranks when needed.

Though the very low level of unmet demand gives the opportunity that the spare plates could be extinguished, balance suggest these should be left to allow for any growth that occurs.

The excellent service evidenced in this survey needs to be applauded and noted particularly how the night life in Holmfirth is being supported in its development.

Plans need to be in place to ensure the repeat of rank work and allied supporting information can be gathered with ranks covered no later than March 2026, including ensuring finances will be in place. This is subject

to any change in overall legislation or policy which at this point in time seems unlikely to occur.

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1 General introduction and background

Kirklees Council is responsible for the licensing of hackney carriage and private hire vehicles operating within the Council area and is the licensing authority for this complete area. Further details of the local application of Section 16 of the 1985 Transport Act with regard to limiting hackney carriage vehicle numbers is provided in further Chapters of this report. Hackney carriage vehicle licences are the only part of licensing where such a stipulation occurs and there is no legal means by which either private hire vehicle numbers, private hire or hackney carriage driver numbers, or the number of private hire operators can be limited.

The Best Practice Guidance

This review of current policy is based on the Best Practice Guidance produced by the Department for Transport in April 2010 (BPG). It seeks to provide information to the licensing authority to meet section 16 of the Transport Act 1985 “that the grant of a hackney carriage vehicle licence may be refused if, but only if, the licensing authority is satisfied that there is no significant demand for the services of hackney carriages within its local area, which is unmet.” This terminology is typically shortened to “no SUD”.

Legal Background

Current hackney carriage, private hire and operator licensing is undertaken within the legal frameworks first set by the Town Police Clause Act 1847 (TPCA), amended and supplemented by various following legislation including the Transport Act 1985, Section 16 in regard to hackney carriage vehicle limits, and by the Local Government Miscellaneous Provisions Act 1976 with reference to private hire vehicles and operations. This latter Act saw application of regulation to the then growing private hire sector which had not been previously part of the TPCA. Many of the aspects of these laws have been tested and refined by other more recent legislation and more importantly through case law.

Beyond legislation, the experience of the person in the street tends to see both hackney carriage and private hire vehicles both as ‘taxis’ – a term we will try for the sake of clarity to use only in its generic sense within the report. We will use the term ‘licensed vehicle’ to refer to both hackney carriage and private hire.

Review of Policy and Legislation

The legislation around licensed vehicles and their drivers has been the subject of many attempts at review. The limiting of hackney carriage vehicle numbers has been a particular concern as it is often considered to be a restrictive practice and against natural economic trends. The current

BPG in fact says “most local licensing authorities do not impose quantity restrictions, the Department regards that as best practice”.

The most recent reviews were by the Office of Fair Trading in 2003, through the production of the BPG in 2010, the Law Commission review which published its results in 2014, the Parliamentary Task and Finish Group which reported in September 2018, the Government Response in February 2019 and the consultation on “Protecting Users” which closed on 22 April 2019 that resulted in issue of the “Statutory Taxi and Private Hire Vehicle Standards” on 23rd July 2020. A revised full Best Practice Guidance document was issued and consulted upon during 2022 but despite its final issue being noted as ‘imminent’ at the time of writing this Report, nothing had been issued, and certainly all our work was undertaken well before any introduction of the revised BPG.

None of these resulted in any material change to the legislation involved in licensing. Other groups have provided their comments (including the Urban Transport Group and the Competition and Markets Authority) but the upshot remains no change in legislation from that already stated above.

With respect to the principal subject of this survey, local authorities retain the right to restrict the number of hackney carriage vehicle licenses. The Law Commission conclusion included retention of the power to limit hackney carriage vehicle numbers but utilizing a public interest test determined by the Secretary of State. It also suggested the three- year horizon also be used for rank reviews and accessibility reviews. It is assumed the Government response to the Task and Finish Group is now effectively the current reaction to this extensive research.

It is also understood that the revisions resulting from the recently closed Government Consultation will eventually lead to a more comprehensive review of the sections of the BPG not affected by the February 2019 Statutory Guide with the aim of making “clear recommendations on the measures licensing authorities should consider to enable the trade to react to the demands of passengers”. The April 2010 BPG therefore remains valid for our review.

The present background to policy

A more recent restriction, often applied to areas where there is no ‘quantity’ control felt to exist per-se, is that of ‘quality control’. This is often a pseudonym for a restriction that any new hackney carriage vehicle licence must be for a wheelchair accessible vehicle, of various kinds as determined locally. In many places this implies a restricted number of saloon style hackney carriage licences are available, which often are given ‘grandfather’ rights to remain as saloon style.

Within this quality restriction, there are various levels of strength of the types of vehicles allowed. The tightest restriction, now only retained by a few authorities only allows ‘London’ style wheelchair accessible vehicles,

restricted to those with a 25-foot turning circle, and at the present time principally the LTI Tx, the Mercedes Vito special edition with steerable rear axle, and the Metrocab (no longer produced).

Others allow a wider range of van style conversions in their wheelchair accessible fleet, whilst some go as far as also allowing rear-loading conversions. Given the additional price of these vehicles, this often implies a restriction on entry to the hackney carriage trade. Some see further complication with specific rules by education transport authorities.

Some authorities do not allow vehicles which appear to be hackney carriage, i.e. mainly the London style vehicles, to be within the private hire fleet, whilst others do allow wheelchair vehicles. The most usual method of distinguishing between hackney carriages and private hire is a 'Taxi' roof sign on the vehicle, although again some areas do allow roof signs on private hire as long as they do not say 'Taxi', some turn those signs at right angles, whilst others apply liveries, mainly to hackney carriage fleets, but sometimes also to private hire fleets.

Some authorities are considering using deregulation in favour of more sustainable vehicle types as a further potential quality restriction given the urgent need to improve overall vehicle emission standards.

Industry standard evaluation of significance of unmet demand

After introduction of the 1985 Transport Act, Leeds University Institute for Transport Studies developed a tool by which unmet demand could be evaluated and a determination made if this was significant or not. The tool was taken forward and developed as more studies were undertaken. Over time this 'index of significance of unmet demand' (ISUD) became accepted as an industry standard tool to be used for this purpose. Some revisions have been made following the few but specific court cases where various parties have challenged the policy of retaining a limit.

Some of the application has differed between Scottish and English authority's. This is mainly due to some court cases in Scotland taking interpretation of the duty of the licensing authority further than is usual in England and Wales, requiring current knowledge of the status of unmet demand at all times, rather than just at the snap-shot taken every three years. However, the three-year survey horizon has become generally accepted given the advice of the BPG and most locations that review regularly do within that timescale.

The DfT asked in writing in 2004 for all licensing authorities with quantity restrictions to review them, publish their justification by March 2005, and then review at least every three years since then. In due course, this led to a summary of the government guidance which was last updated in England and Wales in 2010 (but more recently in Scotland).

The BPG in 2010 also provided additional suggestions of how these surveys should be undertaken, albeit in general but fairly extensive terms. A key encouragement within the BPG is that "an interval of three years is commonly regarded as the maximum reasonable period between surveys". BPG suggests key points in consideration are passenger waiting times at

ranks, for street hailings and telephone bookings, latent and peaked demand, wide consultation and publication of “all the evidence gathered”. The latest STPHVS required an update given to the DfT by the end of January 2021 in terms of consideration of the measures included in that document, principally production of a comprehensive policy document, review of if CCTV might be mandated and documentation of passenger complaints.

Case law and unmet demand

In respect to case law impinging on unmet demand, the two most recent cases were in 1987 and 2002. The first case (R v Great Yarmouth) concluded authorities must consider the view of significant unmet demand as a whole, not condescending to detailed consideration of the position in every limited area, i.e. to consider significance of unmet demand over the area as a whole.

R v Castle Point considered the issue of latent, or preferably termed, suppressed demand consideration. This clarified that this element relates only to the element which is measurable. Measurable suppressed demand includes inappropriately met demand (taken by private hire vehicles in situations legally hackney carriage opportunities) or those forced to use less satisfactory methods to get home (principally walking, i.e. those observed to walk away from rank locations).

Recent Challenges

2019 saw three challenges with respect to surveys of unmet demand. All three found in favour of the current methodology being undertaken. A key focus was the need for a robust and up to date independent survey report being available.

In one case it was made clear the current guidance is based on the 2010 BPG, whilst in another case having a valid survey meant those challenging had no case for their proposed challenge, and in the final case an authority was clearly told they could not rely on a very old survey which itself could not be produced.

Most recent changes relating to demand

The most recent changes in legislation regarding licensed vehicles have been enactment of the parts of the Equality Act related to guidance dogs (sections 168 to 171, enacted in October 2010), the two clauses of the Deregulation Act which were successful in proceeding, relating to length of period each license covers and to allowing operators to transfer work across borders (enacted in October 2015), and most recently enactment of Sections 165 and 167 of the Equality Act, albeit on a permissive basis (see below).

In November 2016, the DfT undertook a consultation regarding enacting Sections 167 and 165 of the Equality Act. These allow for all vehicles capable of carrying a wheelchair to be placed on a list by the local council (section 167). Any driver using a vehicle on this list then has a duty under section 165 to:

- Carry the passenger while in the wheelchair
- Not make any additional charge for doing so
- If the passenger chooses to sit in a passenger seat to carry the wheelchair
- To take such steps as are necessary to ensure that the passenger is carried in safety and reasonable comfort
- To give the passenger such mobility assistance as is reasonably required

This was enacted from April 2017. There remains no confirmation of any timetable for instigating either the remainder of the Equality Act or the Law Commission recommendations, or for the update of the BPG.

The two 2022 Acts make small but significant changes. The 2022 Acts are the "Taxis and Private Hire Vehicles (Safeguarding and Road Safety Act) (31 March 2022)" and the "Taxis and Private Hire Vehicles (Disabled Persons) (28 June 2022)".

The first makes it mandatory for any licensing authority in England that has information about a taxi (hackney carriage) or private hire vehicle (phv) driver licensed by another authority that is relevant to safeguarding or road safety concerns in its area to share that information with the authority that issued that drivers licence.

The second amends the Equality Act 2010 to place duties on taxi and phv drivers and operators such that any disabled person has specific rights and protections to be transported and receive assistance when using a taxi or phv without being charged extra for doing so.

Regard has also been had to the Statutory Taxi and Private Standards July 2020 which were published on 21 July 2020 and represented a milestone in transportation regulation, because for the first time the safeguarding of children and vulnerable people were put right at the heart of the taxi licensing system. This publication also noted that a more complete review of all sections of the 2010 Best Practice Guidance would occur in due course and consultation on a draft of this new document ran from March to June 2022.

The current status regarding unmet demand studies

In general, industry standards suggest (but specifically do not mandate in any way) that the determination of conclusions about significance of unmet demand should take into account the practicability of improving the standard of service through the increase of supply of vehicles.

It is also felt important to have consistent treatment of authorities as well as for the same authority over time, although apart from the general guidance of the BPG there is no clear stipulations as to what this means in reality, and certainly no mandatory nor significant court guidance in this regard.

During September 2018 the All-Party Parliamentary Group on taxis produced its long-awaited Final Report. There was a generally accepted call for revision to taxi licensing legislation and practice, including encouragement for local authorities to move towards some of the practical suggestions made within the Report. The Government has broadly supported the recommendations of this Task and Finish Group.

Despite some opposition from members of the group, the right to retain limits on hackney carriage vehicle numbers was supported, with many also supporting adding a tool which would allow private hire numbers to be limited where appropriate, given reasonable explanation of the expected public interest gains. This latter option is now being taken forward in Scotland, with two studies published and the Scottish Government preparing guidance, although the Government response did not support this option.

As already stated, other groups have provided comments giving their views about licensing matters but the upshot remains no change in legislation from that already stated above. The Scottish Government are moving forward in terms of their application of the potential limiting of private hire vehicle numbers but this is specific to Scottish law and not presently relevant to the English licensing authorities.

Conclusions

In conclusion, the present legislation in England and Wales sees public fare-paying passenger carrying vehicles firstly split by passenger capacity. All vehicles able to carry nine or more passengers are dealt with under national public service vehicle licensing. Local licensing authorities only have jurisdiction over vehicles carrying eight or less passengers. Further, the jurisdiction focusses on the vehicles, drivers and operators but rarely extends to the physical infrastructure these use (principally ranks).

The vehicles are split between hackney carriages which are alone able to wait at ranks or pick up people in the streets without a booking, and private hire who can only be used with a booking made through an operator. If any passenger uses a private hire vehicle without such a properly made booking, they are not generally considered to be insured for their journey. Drivers can either be split between ability to drive either hackney carriage or private hire, or be 'dual', allowed to drive either kind of vehicle. Whilst a private hire driver can only take bookings via an operator, with the 'triple-lock' applying that the vehicle, driver and operator must all be with the same authority, a hackney carriage driver can accept bookings on-street or by phone without the same stipulation required for private hire.

Recent legislation needing clarification has some operators believing they can use vehicles from any authority as long as they are legally licensed as private hire. At first, under the 'Stockton' case, this was hackney carriages operating as private hire in other areas (cross-border hiring). More recently, under the Deregulation Act, private hire companies are able to subcontract bookings to other companies in other areas if they are unable to fulfil their booking, but the interpretation of this has become quite wide.

The 'triple lock' licensing rule has also become accepted. A vehicle, driver and operator must all be under the same licensing authority to provide full protection to the passenger. However, it is also accepted that a customer can call any private hire company anywhere to provide their transport although many would not realise that if there was an issue it would be hard for a local authority to follow this up unless the triple lock was in place by the vehicle used and was for the area the customer contacted licensing. Further, introduction of recent methods of obtaining vehicles, principally using 'apps' on mobile phones have also led to confusion as to how 'apps' usage sits with present legislation.

All these matters can impact on hackney carriage services, their usage, and therefore on unmet demand and its significance.

Coronavirus

The 2020 survey was concluded just as the pandemic took hold in the UK leading to a full lockdown starting on 24 March 2020. Various impacts occurred on the licensed vehicle trade with many second order impacts only now beginning to dissipate. In some cases, such as need for more education contracts pulling on licensed vehicles, or changes to driver focus on life-work balance, impacts are ongoing, whereas in other cases, such as activity of the public at ranks, operations have effectively returned to normal.

The timing of the latest survey saw no formal restrictions remaining in place such that the overall situation of demand should realistically be relatively similar in background terms.

2 Local background and context

Key dates for this report title for Kirklees Council are:

- appointed Licensed Vehicle Surveys and Assessment (LVSA) on 20th February 2023 accordance with our proposal of January 2023
- as confirmed during the inception meeting for the survey held on 28th February 2023
- this survey was carried out between February and June 2023
- On street pedestrian survey work occurred in late-April 2023 (on a Tuesday (46%), Thursday (20%) and Friday (34%))
- the video rank observations occurred in mid-March 2023 (with some repeats due to snow on the first weekend)
- Licensed vehicle driver opinions and operating practices were canvassed using an electronically available and emailed out survey during March to May 2020
- Key stakeholders were consulted later in July
- A draft of this Final Report was reviewed by the client during Autumn 2023
- and reported to the appropriate Council committee following acceptance by the client.

The authority had a current population of 433,300 at the time of the 2021 census (lower than the 443,790 using the 2020 estimates available from the 2011 census, 2016 revision at the time of the 2020 survey). 81% (same as in 2020) of this are estimated to be aged 15 or over and the target population for on-street interviews.

Kirklees Council is a metropolitan borough authority, and in terms of background council policy able to determine its own ranks and transport policy.

The Council currently has a "2025 Kirklees Transport Vision", an ambitious 20- year transport vision focussed on allowing sustainable transport systems to flourish. The aim is to provide improved wellbeing for its citizens and environment whilst providing the building blocks for a thriving local economy. This vision is to be reviewed regularly against changing travel patterns, technology improvements and funding opportunities. This document has not changed since the last survey in 2020. It provides:

A – a top class public transport system for everyone

B – a sustainable transport system that encourages healthy citizens, promotes social inclusion and preserves and enhances the local environment

C – a transport network that promotes a sustainable thriving economy for businesses to invest in.

Item A5 states "fully integrated hub and spoke public transport system, with feeder services linking into core routes for bus, rail and taxi"

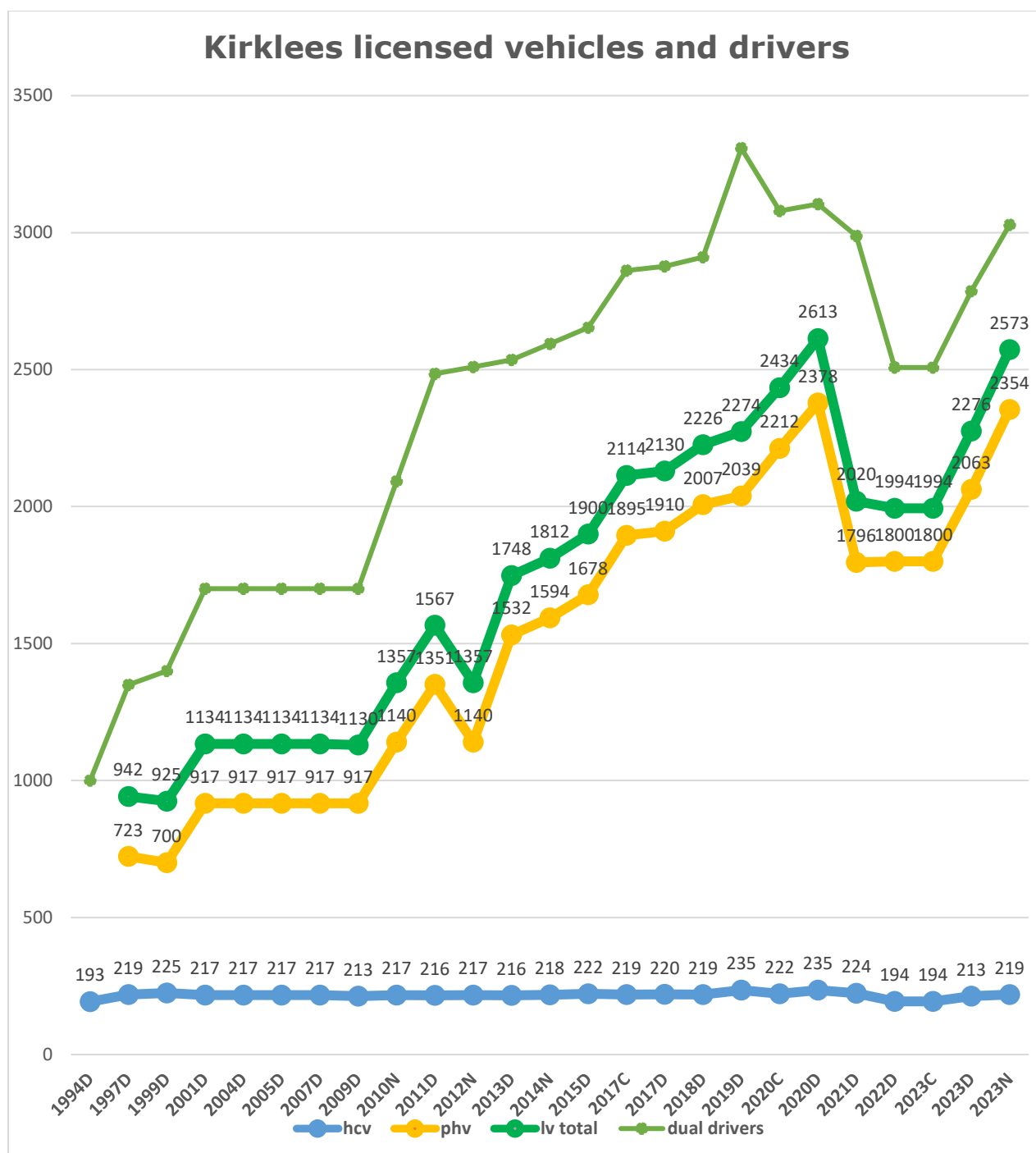
Item A6 encourages a simple through ticketing system for bus, rail and taxi.

The current Local Plan document, which is about to see review in Autumn 2023, Chapter 10, confirms that the West Yorkshire Local Transport Plan 2011-2026 'My Journey' was replaced by a Transport Strategy which is a 20-year vision. This uses the West Yorkshire Draft Transport Strategy Evidence Base of July 2016 which was already available at the time of the 2017 survey. LP paragraph 10.68 states "this policy is balanced in favour of sustainable transport modes by ensuring that the requirements of users are met to reduce the need to travel in private cars". Para 10.71 confirms that the Council will work with all agencies that have responsibility for differing types of transport within the district".

The Strategy document identified 1% of travel to work across West Yorkshire was by taxi, a quarter of the level that was undertaken by train and at the same level as bicycle and motorcycle. That document sought improved taxi facilities and environmental performance, noting that "hackney carriages and private hire vehicles are a valuable part of our transport system, providing more choice for whole or part journeys ... and a valuable service for those with a disability or mobility impairment". Enhanced taxi ranks, strengthened safeguarding protection and greater take-up of low emission vehicles, together with delivery of mobility as a service to enhance customer experience are encouraged.

Taxi Statistics

By drawing together published statistics from both the Department for Transport (D) and the National Private Hire Association (N), supplemented by private information from the licensing authority records (C), recent trends in vehicle, driver and operator numbers can be observed. The detailed numbers supporting the picture below are provided in Appendix 1. Due to the comparative size, the operator and WAV proportion figures are shown in the second picture.



Licensing Statistics from 1994 to date

The graph shows the continued strong growth of private hire vehicle numbers seen up to the last survey was badly hit by the pandemic. The fleet reached its lowest point in the 2022 DfT survey numbers. This is in comparison to the limited number of hackney carriage vehicles who have seen their numbers remain similar since around 1997.

However, the formal statistics show a growth to 235 in the DfT 2019 statistics which had reduced to 222 in the actual active plates at the time of the previous demand survey rank observations in mid-March 2020. The pandemic reduced numbers more slowly than the impact on private hire, with a low of 194 plates. By the time of the survey, numbers were 205,

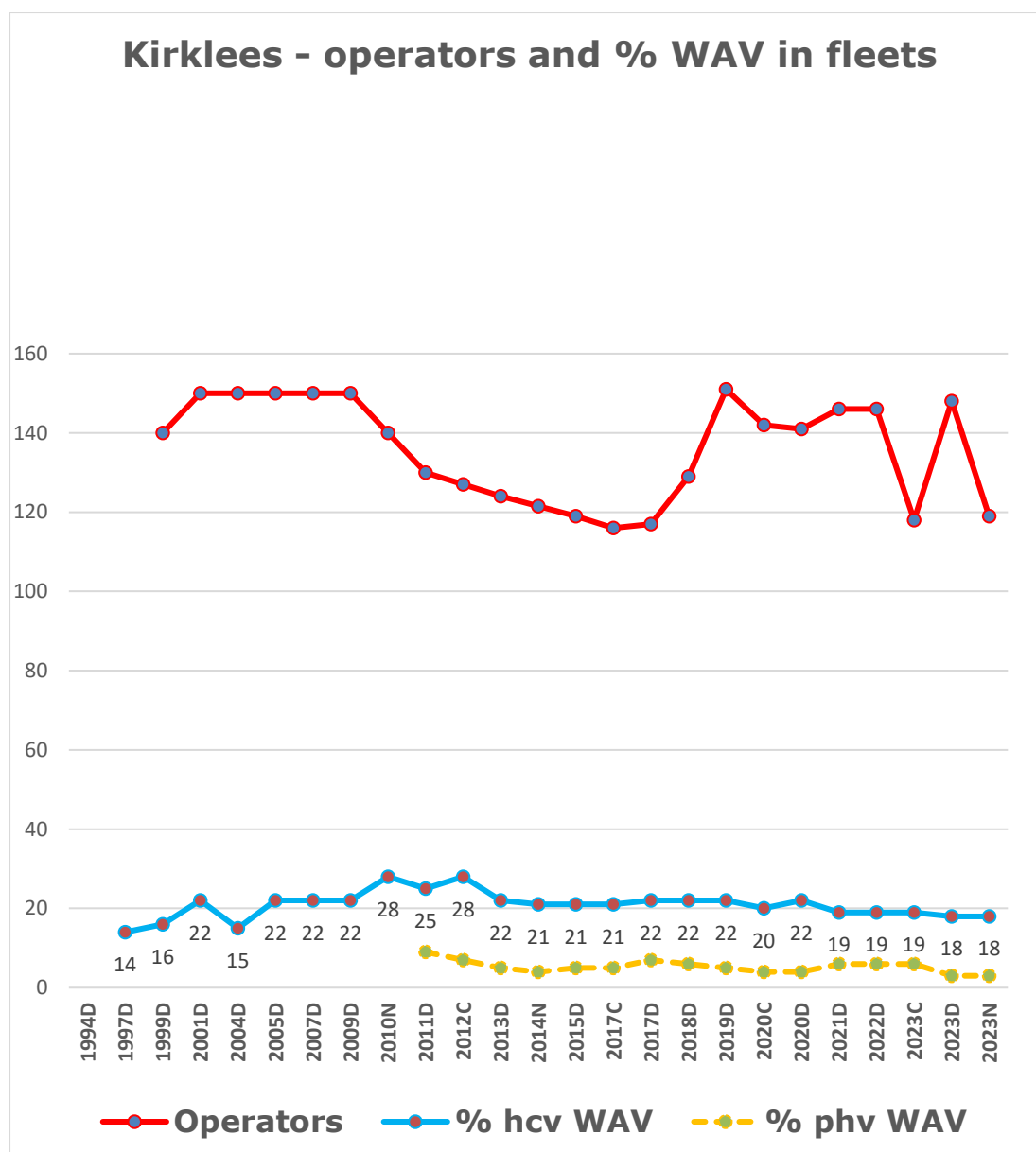
with 213 by the time of the DfT formal survey a short time later and 219 at the time of finalisation of this report.

The actual limit in 2005 was recorded as 224 vehicles in the conclusions of the survey of that date. This was reiterated at the 17th December 2020 meeting following the previous survey. That means there remain some hackney carriage vehicle licences not taken up. In classic terms this implies there is no unmet demand that is significant enough for people to invest in adding vehicles to meet the demand, but there are times we have found unmet demand even with plates available given that it is not only passenger demand that drives the decision to take on commitment of a vehicle.

These values suggest the share of the fleet that is hackney carriage continues to reduce. In 1999, the highest share for hackney carriages, the level was 24%. It is presently 9%, the same as at the time of the previous survey. However, during the pandemic the levels did increase to 11% when more private hire vehicles were lost. The DfT 2022 low value for private hire was 76% of the 2020 DfT value whilst that for hackney carriages was 83%. The difference at time of survey was 87% of the hackney carriage fleet level and 83% of the private hire level pre-pandemic. That level was actually the peak of numbers both hackney carriage and private hire, and mirrored the national picture that saw the year pre-pandemic having the highest levels of vehicles and drivers generally since recording numbers began in 1997.

The dual driver licence numbers also dipped to around 2,500 minimum, rising back more recently but still some way from the previous peak of well over 3,300, although the most recent numbers show them once again over 3,000 and still climbing. This shows the trade in Kirklees has bounced back and continues to do so.

Information is also available from these sources to show how the level of wheelchair accessible vehicles (WAV) has varied. It must be noted that in most cases the values for the private hire side tend to be much more approximate than those on the hackney carriage side, as there is no option to mandate for private hire being wheelchair accessible. In some areas, to strengthen the ability of the public to differentiate between the two parts of the licensed vehicle trade, licensing authorities might not allow any WAV in the private hire fleet at all. For Kirklees, recent enhancements have seen more accurate recording of which vehicles are WAV in both elements of the fleet.



Operator numbers and levels of WAV provision in the fleet

Operator numbers generally climbed steadily from the time of the last survey despite the pandemic, but were still not at the level reached in the early 2000's.

The level of wheelchair accessible vehicles (WAV) in both fleets has remained similar for some while. However, there is a trend of reducing numbers, particularly in the latest information, although there has also been a review of information to ensure accuracy, which we understand may have meant some previous over-reporting of the level of such vehicles which implies the apparent reduction in the recent figures may not in fact be an actual reduction, rather a reflection towards accuracy of the numbers presented.

There are a small number of WAV in the private hire element of the fleet although this has reduced since the last survey. The current hackney carriage WAV share is 18%, 2% lower than at the last survey. Their peak

proportion was in 2010 and 2012 at 28% with the national trend of the pandemic taking out quite a few also evidenced here.

Kirklees Council has chosen to utilize its power to limit hackney carriage vehicle numbers, and as far as we are aware has done so since 1974, according to records within the DfT statistical information. This was the date that Kirklees was set up as a Council within West Yorkshire. It is understood that, unlike some other Yorkshire authorities, there was no adoption of zones retaining any prior structure or limits on hackney carriages from the previous administrations. There were eleven previous districts – County Boroughs of Huddersfield and Dewsbury, municipal boroughs of Batley and Spenborough, and the urban districts of Colne Valley, Denby Dale, Heckmondwike, Holme Valley, Kirkburton, Meltham and Mirfield. There is mention in the 2005 demand survey summary that the vehicle limit was 224 at that time (see below) and this number was re-confirmed in December 2020 after the previous survey.

Kirklees undertakes regular review of its policy to limit hackney carriage vehicle numbers in line with the BPG. The previous surveys were in 2020, 2017, 2013, 2010 and 2005. None resulted in any identification of unmet demand nor any need for additional plates to be added. The statistics, however, suggest some plates were added in 1996 or thereabouts. The summary chapter of the 2005 report suggests the limit was 224 at the time of that survey.

At the time of the 2017 survey we were advised that there had been recent re-issue of a number of plates which had been returned but not re-issued. Whilst this appeared to add about four vehicles, within a short period the actual number on issue had returned to 219. The DfT statistics in 2019 suggested 235 licences but it is not clear if that was an active number of a quote of what was believed to be the limit at that time (but we have found no other evidence than the number of 224 which has evidential backing as quoted above). There remain spare plates available.

3 Patent demand measurement (rank surveys)

As already recorded in Chapter 2, control of provision of on-street ranks in Kirklees is under the full control of the highway section of the Kirklees Council itself. Appendix 2 provides a list of ranks at the time of this current survey.

Our methodology involves a current review both in advance of submitting our proposal to undertake this survey and at the study inception meeting, together with site visits where considered necessary. This provides a valid and appropriate sample of rank coverage which is important to feed the numeric evaluation of the level of unmet demand, and its significance (see discussion in Chapter 7).

For this survey the additional rank near Barclays in Holmfirth was identified and observed, as was the rank in the turning circle at Dewsbury Station. Further, the layout of the rank at Huddersfield Bus Station has been modified. In 2020, the Bus Station rank had two parallel lanes and was directly outside the bus station exit. There was a further rank at the far end of Dundas Street which operated separately. In 2023, there is a smaller rank slightly further back near the Bus Station exit, but the main element of the rank is on Dundas Street but at the end near the Bus Station. The other rank remains in place at the far end of Dundas Street at its junction with Market Street.

Rank observation background

The full programme of rank observations was interrupted by snow on the first set of observations, although impact varied across the area. Further, there were no train services due to strike action on the second Saturday, nor on any late evenings during the survey period due to long-term maintenance works. On this basis, observations for Huddersfield Station were taken from the first weekend (with apparently less impact there than in other locations), with Holmfirth and other non-Huddersfield locations principally covered on the second weekend. John William Street was observed for both weekends to allow some comparison. We believe a robust set of observations were still obtained in the circumstances. A rank on the frontage of Dewsbury Station was identified and added to this set of observations.

Overview of rank observations

Although the detailed hours observed were focussed, they covered mainly periods when the ranks were active. For lighter used ranks, these hours were identified by quick-watch of the full videos to highlight hours to be watched in detail. This means in essence that the observations are a full set of operations for the period covered, although some of the smaller ranks were not covered on all day.

A total of 395 (421 last survey, 350 in 2017) hours of rank observation were included in the detailed assessment of demand across the area. These observations produced 15,294 (14,155) different observations including vehicle arrivals, passenger arrivals, vehicle and passenger departures and

activity of other vehicles that might impact on the rank activity. Of these observations, 11,233 (10,411, 10,531) related to vehicle arrivals or departures (remarkably similar levels between years). The range by site was between 67% and 83% of activities being vehicle arrivals or departures.

There were some 148 observed departures of pedestrian groups from the rank locations on foot. These saw 194 potential passengers leave in this manner, with 45% of the total being at John William Street, 17% at Huddersfield Railway Station 14% at Victoria Street, Holmfirth, 9% at Cross Church Street and 4% or less at all other locations.

Of all the observed vehicle arrivals and departures, 63% (71%, 2020, 78% 2017) were observed as local hackney carriage movements. The next highest proportion, 20% (14%) were private cars, 12% (10%) were private hire vehicles, 2.1% (4%) emergency vehicles and 1.6% (1%) goods vehicles. 1.4% (none last time) out of town taxi style vehicles were recorded. The increase in seeing private cars using ranks is a national phenomenon since the pandemic, a time when those in cars got used to using lesser-used ranks.

In terms of overall activities recorded, 41% (23%) of the total were at John William Street, Huddersfield, 19% (26%) of the total were at the Huddersfield Station rank, 8% (9%) at Victoria Street Holmfirth, 8% (9%) at the two ranks for Huddersfield Bus Station, 6% at Dewsbury Station (added this time) and 5% (8%) for Huddersfield Cross Church Street. This means the top two ranks accounted for 60% (half in 2020) of the overall activity. Some of the reduced level at the Station related to there being no late night trains on any of the three evenings covered, due to long term planned engineering that would have been hard to avoid.

When considering only hackney carriage activity in terms of total movements, John William Street 40% (23%), Huddersfield Station provided 26% (34%), Holmfirth Victoria Street 10% (same as last time) and Huddersfield Bus Station 8% (11%). Dundas Street at Market Street was next with 5% (7%) of hackney carriage movements. No other site gained more than 3% of observations.

For this survey, the highest level of usage by private cars was at Holmfirth Bus Station where 52% of vehicle movements were cars; next was Cross Church Street Huddersfield, then South Street Dewsbury with 46% and Dewsbury Station with 44%. All are areas with high demand for pick up and set down by private vehicles as well as being designated ranks, the first two being part time locations which never helps with issues of people

understanding when the rank is legally available for other vehicles. Other rank use by private cars ranged from 21% of movements to 2%, with Huddersfield station rank seeing the least other vehicle usage (2% this time, 1% in 2020). The latter rank has a more protected design.

The worst level of private hire pick-ups at a rank were different this time. Worst for this survey was the newly observed rank at Dewsbury Station (42%), then Holmfirth Bus Station with 31%, the revised rank at Upperhead Row, near the Bus Station in Huddersfield with 23%, then Cross Church St, 18% and John William Street with 36% of vehicles being identified as local private hire. All of these are located at points of high demand for all kinds of pick-ups and set-downs so very vulnerable to issues. Dundas Street at the Bus Station rank saw 11%. Last surveys top scorer, Holmfirth Bus Station, this time saw 31% of vehicles being private hire, as noted in 2020 this rank is part time, used by both hackney carriage and private hire at most times, and only marked by lamp column signs, albeit being fairly large. Again, there is high demand for all kinds of people to be set down at this location.

Overall rank usage estimates

The rank observations were used to produce estimated weekly rank-based demand across the area. These estimates were compared to those from the previous surveys.

Rank	2023		2020		2017		2013	
	Flow	%	Flow	%	Flow	%	Flow	%
Railway Station	2,335	29	2,928	32	3,025	29	2,489	27
John William St	1,970	25	1,783	19	2,358	23	1,441	14
Victoria St, Holmfirth	1,386	17	1,312	14.1	898	9	402	4
Dundas St at BS	644	8						
Upperhead Row at BS	254	3	1,041	11.2	995	10	636	7
Dundas St at Mkt St	493	6	549	5.9	449	4	636	7
Market Place, Birstall	234	3	210	2.3	540	5	548	6
South St, Dewsbury	230	3	310	3.3	255	2	727	8
Cross Church St	194	2.5	772	8.3	652	6	924	10
Barclays, Holmfirth	157	2						
Dewsbury Station	80	1						
Bus Station, Holmfirth	53	0.5	137	1.5	n/a		n/a	
Wards Hill, Batley			95	1	105	1	353	4
Foundry St, Dewsbury			50	0.5	230	2	120	1
Ramsden St			39	0.4	66	1	5	0.0
Greenside, Cleckheaton			30	0.3	60	1	121	1
Henrietta St, Batley			10	0.1	235	2	143	2
Bradford Rd, Bar St, Batley			5	0.1	0	0	55	1
Zetland St			0	0	0	0	0	0

Queen St					576	6	180	2
St Thomas Road					4	0.0	0	0
Bradford Rd, Frontier, Batley							646	7
Bradford Rd, La La's, Batley							0	0
Towngate, Holmfirth							0	0
Queensgate							0	0
Southgate							0	0
Byram St							0	0
Lord St							0	0
Venn St							0	0
Market St outside music shop							0	0
Market Sq, Batley							0	0
New North Parade							0	0
Mill St E, Asda, Dewsbury							0	0
Longcause Way and Town Hall Way, Dewsbury							0	0
North Gate, Dewsbury							0	0
Wellington St, Dewsbury							0	0
Ludgate Hill, Heckmondwike							0	0
Station Rd, Batley							0	0
Station Rd, Batley across from auction rooms							0	0
New St, Huddersfield								
Total	8,958		9,271		10,447		9,426	
Growth since previous	-3%		-11%		+13%			
Growth since 2017	-14%							
Growth since 2013	-5%		-2%					

Overall estimated weekly passenger numbers are only marginally reduced from 2020, seeing about a 3% reduction overall. Flows are down around 5% from 2013, but 14% down from the peak recorded in 2017. These are against national trends that have seen much larger reductions in most places.

The table shows that the top two ranks in the area remain that at the Station and in John William Street, both in Huddersfield. In 2023, these two now provide 54% of all estimated passengers, up from 51% last time.

Actual use and share of the station rank have marginally reduced, though this may reflect the reduced night service in this survey due to long term rail engineering that could not be avoided. However, the share is about the same as in the 2017 survey and still higher than the share in 2013.

Levels at John William Street were up in actual terms and in share. This rank is now seeing the most use in any survey for which we have information.

Use of the night rank at Victoria Street in Holmfirth continues to grow – for yet another survey. This rank retains its third busiest in passenger terms status and has grown in both numbers and share since consistently. It now has 17% of total passenger demand, particularly high considering the relatively limited hours of operation. This is supplemented by a further 0.5% of total demand at the Bus Station rank there, plus a further 2% at a feeder rank to Victoria Street previously not included near Barclays. The night Holmfirth operation therefore this survey provides just under a fifth of total passenger demand – a good news story for the economy there and the trade, although more difficult to service well given the distances and short periods of operation.

Taking both ranks near the Bus Station together, flows are relatively similar in share although down in actual numbers.

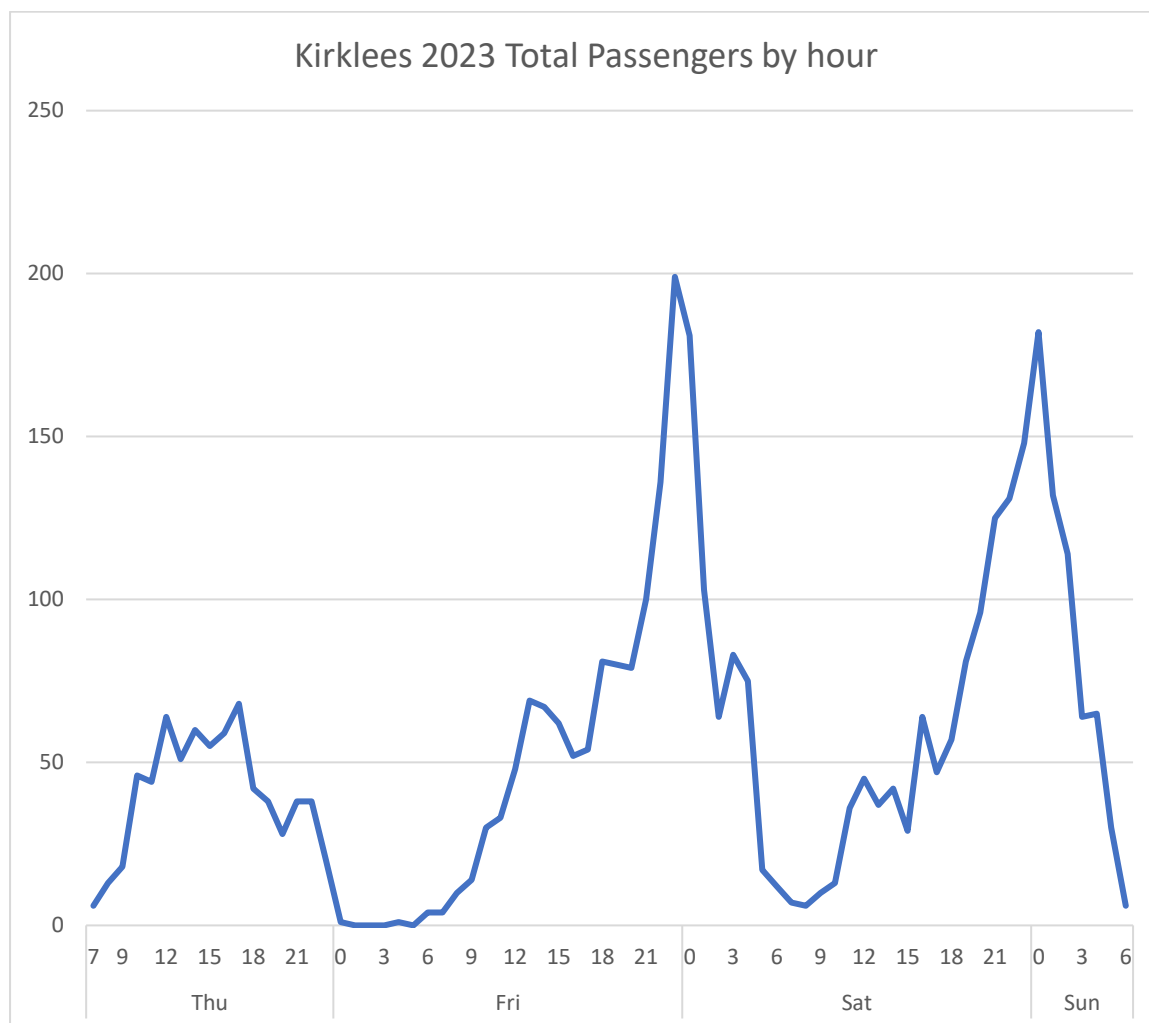
The above top five ranks are the only ones with over 6% of passenger demand at this time. This is a similar pattern to 2017, although they now take 82% of all passengers compared to 71% in 2017, suggesting a focus of rank-based demand increasing at these sites. This is a typical national trend with drivers focussing work on where they can get most remuneration.

Dundas Street at Market Street has retained share but lost in actual numbers a little. Market Place, Birstall saw some increase in numbers and share, but not making up for the 5/6% it saw in 2017 and 2013.

South Street, Dewsbury retained share but lost in actual passenger numbers, whilst Cross Church Street saw a large decline in both passenger numbers and share.

The remainder of ranks shown above have long been known to be unused, mainly arising from closure of a network of night venues many years ago. They have been included in the table for historic comparison and record. They were excluded from observation in 2023 with agreement of the Council, with several others added since 2020.

The graph below shows the total flows at all ranks for all observed hours. Some ranks were not covered on all days but the overall picture shows the general trends at the ranks:

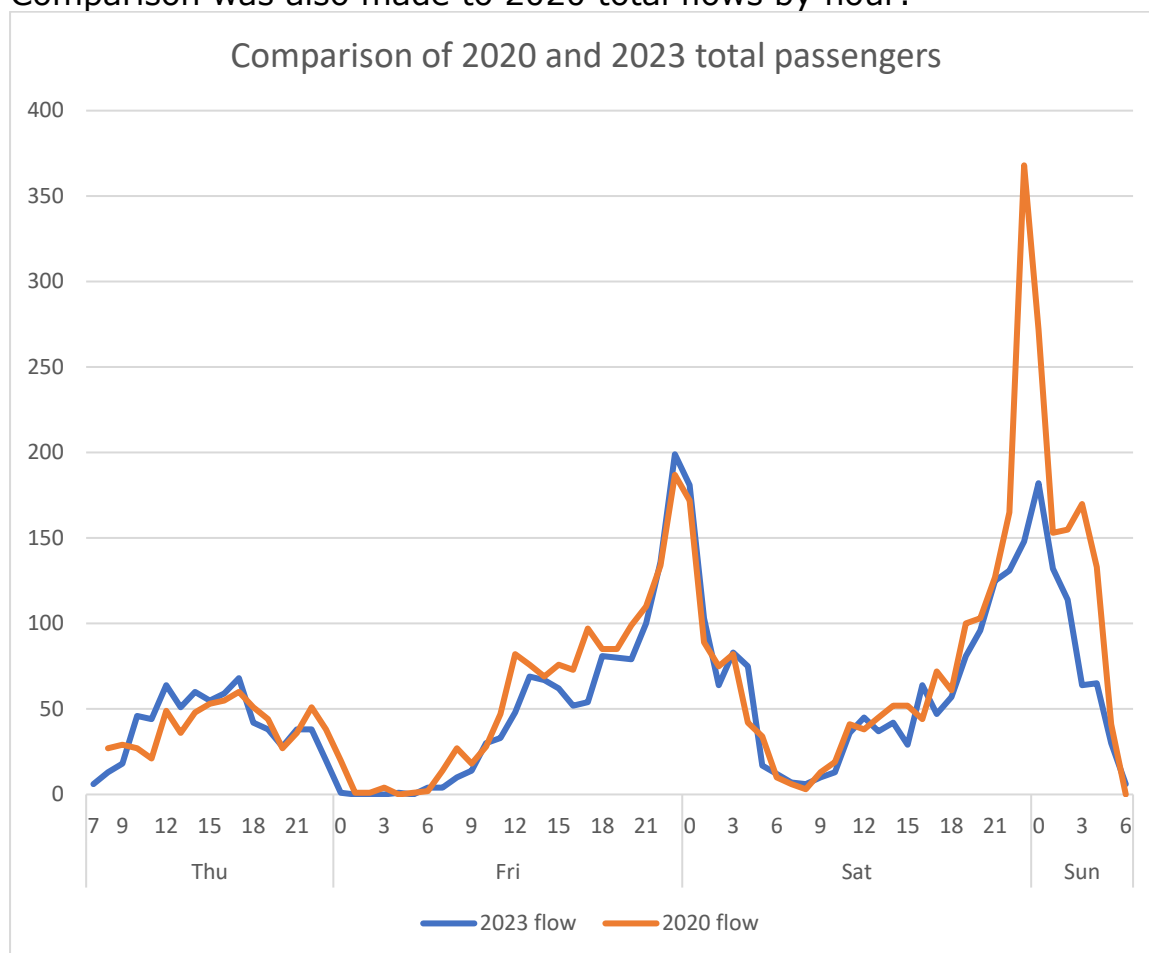


As is typical in most places, demand in total rises from Thursday to Friday to Saturday. There is very little hackney carriage rank demand through the early morning of Friday. Flows on Fridays tend to be higher than Thursday, with a peak at late night, and flows right through to Saturday. On the Saturday, flows rise more gently than on the Friday, but then rise very steeply to a peak, after which they subside more slowly and continue right through to the early hours of Sunday. This profile is very similar to 2020 (further comparison is shown below).

The peak flow was just under four (nearly six times in 2020) the average hourly passenger flow of some 54 (67 in 2020) passengers. The peak for this Survey was 23:00 on the Friday, with the second highest flow in the Saturday midnight hour. This is a change from 2020.

Average Thursday hourly flows were 29, 69 on Friday and 65 on Saturday (all for the period from 06:00 on each day to 05:59 the next day).

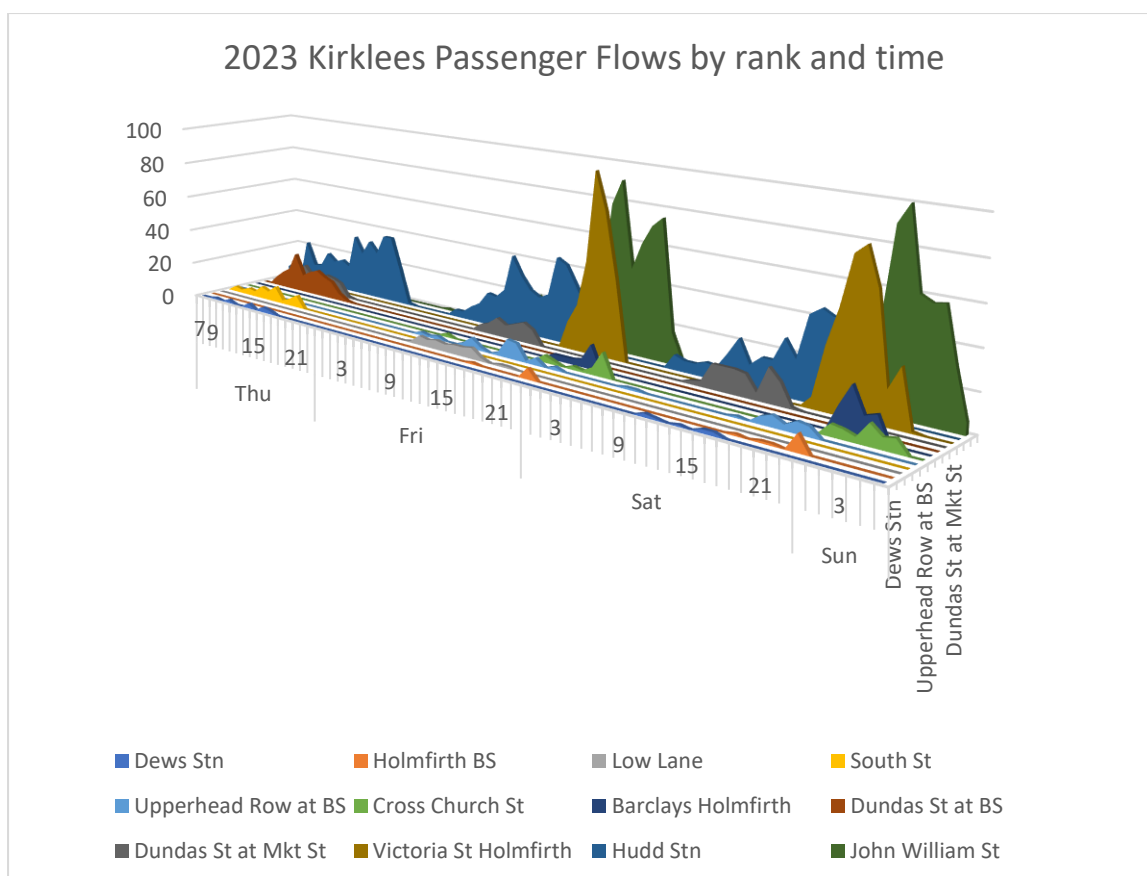
Comparison was also made to 2020 total flows by hour:



This shows a broad similarity between 2020 and 2023 hourly total passenger flows. Thursday weekday flows were higher in 2023, but evening flows lower. Friday flows appear very similar, as do Saturday, but in the last case, the peak on the Saturday is much lower now than in 2020. The profiles are however remarkably similar.

Rank usage by location and time

The further graph below considers the spread of demand over all ranks.



This graph shows that the Station rank at Huddersfield provides demand for the bulk of the working day with some overnight demand – albeit less than in 2020 (due to the engineering work impact noted earlier). John William Street rank seems to provide its main impact now at night. The most notable demand is that for Holmfirth, particularly at Victoria Street.

Despite its small size, the Dundas Street rank at Market Street provide daytime flows on all three days. Other ranks across the area add to the mix of patronage albeit at very low levels.

Surveyed hours with observed unmet demand

The rank data was sorted to identify the hours with any passenger delay, listing this from the highest average passenger delay in an hour to the smallest. Just 2% of all observed hours saw an average passenger delay in that hour of a minute or more (same as in 2020). A further 6% (4%) had average passenger delays that were under a minute.

The longest passenger delay observed was just two minutes (12 in 2020) minutes. There were only two (four) passengers who experienced delays of 11 or 12 minutes. Just five (13), or 0.1% (0.3%) of the total of all passengers, had delays of six to ten minutes. 3.8% (2%) had delays

between one and five minutes. Over all passengers, the study average passenger delay was just six (five in 2020) seconds, very small.

Of the seven (eight, 2020) hours when average passenger delay was a minute or more, three were at Huddersfield Railway Station with the others at four different ranks. Two were at times of low flow. There was only lower level issues at Holmfirth this time, compared to the issues observed in 2020 there.

Frequency of vehicle operation during rank survey

A survey was undertaken considering the hackney carriage vehicles observed at or near ranks covering a sample of 20 hours on the expected busiest day of the survey (Friday 17th March, 2023)(the Saturday was covered in 2020). The hours were split between Huddersfield, Cleckheaton, Birstall, Batley, Dewsbury and Holmfirth, all covering locations near to ranks at time it was understood those locations would see hackney carriage vehicles. All taxi-like vehicles were recorded and checked against the current valid vehicles at the time of the survey.

722 (581) different vehicle movements were observed across the 20 sample hours of survey. 60% (81% 2020) of the movements observed were identified to be valid local hackney carriages. 28% (13%) were identified as valid local private hire, with the remainder being plate references that did not match current vehicles in the local fleet. These vehicles were possibly misread or mistyped. There were no obvious out of town vehicles although this was more difficult to prove in Kirklees due to the large range of potential correct fleet numbers particularly for the large private hire fleet.

For the hackney carriage observations, 59% (58% in 2020 and 62% in 2017) of the current fleet was observed.

The highest share of the hackney carriage fleet observed was 24% (16% 2020) of all plates at John William Street, followed by 22% (24% in 2020 and 25% 2017) at Huddersfield Station in the later observation period there. Over the three periods covered at the Station, 39% of the total fleet was observed.

This does suggest a similar level of activity between 2023 and 2020 by plates, remarkable given the changes since that time. This may also help explain the stability in unmet demand levels and in overall patronage compared to other places.

Observed usage for those with disabilities

From the detailed rank observations, 27% (30% 2020, 25% 2017) of the observed hackney carriage vehicles appeared to be wheelchair accessible style vehicles. When considered by total vehicle movements by hackney

carriage, 34% (69%) were WAV style at John William Street, 40% (63%) at Cross Church Street, 14-20% (52%) at the Bus Station, 15% (50%) Dundas Street at Market Street and 29% (38%) at Huddersfield station. There were very few WAV apparently active in the smaller centres, apart from at Holmfirth Bus Station which saw 61% (a third in 2020) of the hackney carriages apparently WAV style.

There were five (seven in 2020 and 2 in 2017) people observed accessing ranks in wheelchairs during this survey. The largest number, three, were at Huddersfield station rank (same as in 2020), followed by two at John William Street.

There were 22 (58 2020, 6 2017) people observed to have some other form of disability, not a wheelchair. 6 (23) of these were at Dundas Street at Market Street, 5 (16) at Huddersfield Bus Station, 1 (7) at Huddersfield rail station, and 9 (6) at John William Street.

4 General public views

It is very important that the views of people within the area are obtained about the service provided by hackney carriage and private hire. A key element which these surveys seek to discover is specifically if people have given up waiting for hackney carriages at ranks (the most readily available measure of latent demand). However, the opportunity is also taken with these surveys to identify the overall usage and views of hackney carriage and private hire vehicles within the study area, and to give chance for people to identify current issues and factors which may encourage them to use licensed vehicles more.

Such surveys can also be key in identifying variation of demand for licensed vehicles across an area, particularly if there are significant areas of potential demand without ranks, albeit in the context that many areas do not have places apart from their central area with sufficient demand to justify hackney carriages waiting at ranks.

These surveys tend to be undertaken during the daytime period when more people are available, and when survey staff safety can be guaranteed. Further, interviews with groups of people or with those affected by alcohol consumption may not necessarily provide accurate responses, despite the potential value in speaking with people more likely to use hackney carriages at times of higher demand and then more likely unmet demand. Where possible, extension of interviews to the early evening may capture some of this group, as well as some studies where careful choice of night samples can be undertaken.

Our basic methodology requires a sample size of at least 200 to ensure stable responses. Trained and experienced interviewers are also important as this ensures respondents are guided through the questions carefully and consistently. A minimum sample of 50 interviews is generally possible by a trained interviewer in a day meaning that sample sizes are best incremented by 50, usually if there is targeting of a specific area or group (e.g. of students, or a sub-centre), although conclusions from these separate samples can only be indicative taken alone. For some authorities with multiple centres this can imply value in using a higher sample size, such as 250 if there are two large and one moderate sized centre.

It is normal practice to compare the resulting gender and age structure to the latest available local and national census proportions to identify if the sample has become biased in any way.

More details of the results of the on-street responses are included in Appendix 5.

More recently, general public views have been enlisted from the use of council citizens' panels although the issue with these is that return numbers cannot be guaranteed. The other issue is that the structure of the sample responding cannot be guaranteed either, and it is also true that those on the panel have chosen to be there such that they may tend to be people willing to have stronger opinions than the general public randomly approached.

Finally, some recent surveys have placed an electronic copy of the questionnaire on their web site to allow interested persons to respond, although again there needs to be an element of care with such results as people choosing to take part may have a vested interest.

For this survey, 200 people were interviewed in the streets of Huddersfield, Dewsbury and Holmfirth, with the focus in the latter place later in the afternoon / early evening. The interviews were undertaken on a Thursday and Friday (Birstall, Dewsbury and Batley)(corporately referred to as Dewsbury below), Tuesday (Huddersfield) and Friday (Holmfirth, between 20:00 and 22:40) in late March 2023.

The general nature of those interviewed was checked against the 2021 estimates from the new 2021 census. For the full area, males were underrepresented by just 1%, the lower and mid age groups were over-represented by 7% and 8% respectively whilst the older group of age was under-estimated by 15%.

86% said they lived in the area. 19 postcode areas were given for those not from the area with most from surrounding areas.

Almost all those interviewed told us their use of licensed vehicles in this area in the last three months. Across the area, 80% (71% last time and 68% in 2017) had used a local licensed vehicle in the last three months.

61% said they had used private hire only, 12% both kinds of vehicles and 7% hackney carriage only.

Taking actual usage and transforming this to average monthly usage suggests an average of 1.9 (2.4 last time and 2.3 in 2017) across the full sample – a reduction but not significant.

22% said once or twice a month whilst 20% said once or twice a week. 18% however, said they never used them and 16% only once or twice a year.

People then told us how they normally obtained licensed vehicles. 81% gave at least one reason, with 79% of Dewsbury and 64% of Holmfirth interviewees responding. 39% provided multiple responses. 1% said they used all five quoted methods (as in 2020), 1% (4%) gave four, 6% (7%) three, 31% (30%) two and the remaining 61% (58%) just named one single main method.

On average, 45% (half in 2020) of those responses were that people got licensed vehicles by phoning. 18% (22%, 15% 2017) said ranks, 5% (4%, 0% 2017) hailing, 5% (10%, 3% 2017) freephone and 20% (13%) an app. Interestingly, hailing seems to be increasing, rank staying around the same, but with the main increase being apps taking from freephone and phone. This suggests a tip towards people being keen to get vehicles more immediately.

When people were asked the level of use of hackney carriages, 72% across the area (48% in 2020 and 61% in 2017) could not remember when they had last used a hackney carriage. This suggests reduced usage of hackney carriages.

Just 3% could not remember seeing a hackney carriage in the area.

The resulting usage per month was relatively low – 0.2 trips per person per month compared to 0.6 overall in 2020 and 0.3 in 2017.

When compared to total licensed vehicle trips, 11% are made by hackney carriage compared to the 18% from ranks and 5% from hailing quoted previously, in the same order of magnitude.

People told us the companies they phoned for licensed vehicles. 56% of people gave a response. Of these, 8% named three, 35% two and 57% one company. In total there were some 168 mentions of names. There were 22 different names given, but nine of these only gained one mention each and another three gained two, and three more three, and one other four. This left the top six companies taking 83% of all mentions.

The largest overall company took 27% of mentions. The next largest saw slightly fewer mentions at 26%, the third saw 14%, the fourth 8% and fifth and sixth just 4% each. Though this suggests high numbers of companies used, the bulk of work appears to be focussed on the top three.

The two largest companies also used apps. The national app took 77% of mentions, but of the quarter of respondents saying they used an app, 12% (split equally) said they used a local and a national. One local app saw 10% of those using apps and the other 4% (in both cases this was sole use of that app).

People were asked about use of ranks. For the full sample, 60% (57% last time) of interviewees named at least one rank. 1% knew of 10, 10% nine, 3% five, 10% four, 18% (30% last time) named three, 45% (27%) two and 13% (43%) just one. This suggests good knowledge of ranks overall. Across the area, the station obtained 24% (27% last time and 14% 2017) of all mentions, followed by the Bus Station (19%), John William Street with 6% (16%, 14%), Wards Hill Batley with 12% and Dewsbury Rail station with 11%. Victoria Street Holmfirth gained 8% and its bus station 7%.

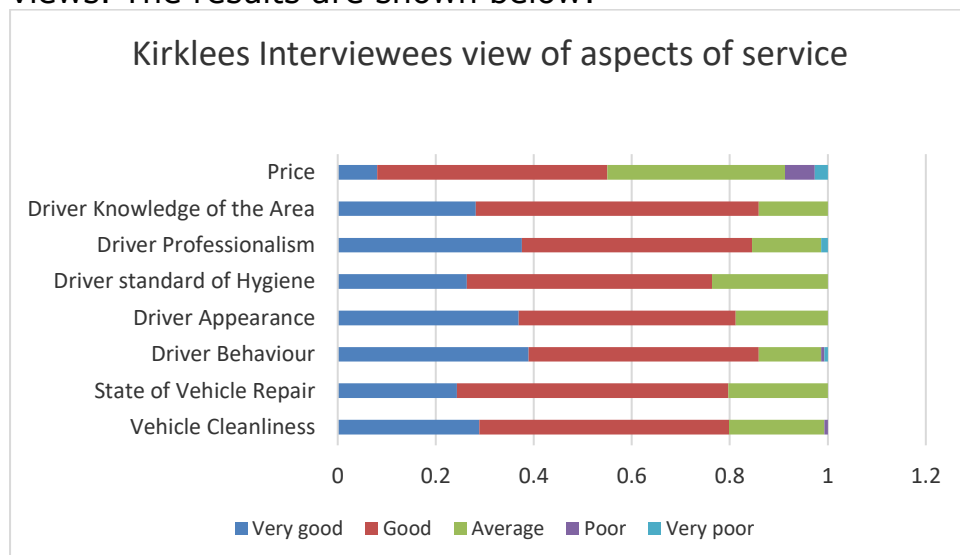
A very small number of interviewees told us why they did not use ranks. Dewsbury respondents gave the most responses, 55% of which were that people did not use ranks at all, 41% said they were too expensive (presumably meaning use of hackney carriages) and the remaining person (4% of the response) said they normally phoned a company. Five responses were given for Huddersfield, the largest overall concern being insecurity at the Bus Station rank. There were no responses from Holmfirth interviewees.

Interviewees were asked about various aspects of their last licensed vehicle trip. Just under half those interviewed in Dewsbury provided a response, 69% of those in Huddersfield and 32% in Holmfirth. Views in the three areas were completely different.

Overall, 73% of those responding that they knew a rank said in fact they did not use it. This ranged from 87% at the Bus Station, 85% at Huddersfield Station and 81% for John Williams Street to Victoria Street Holmfirth where 32% did not use this, but the remainder said they did. Half

those aware of the bus station rank in Holmfirth said they used it, with 74% not using Dewsbury bus station and a two thirds not using the rail station rank. 79% knew of Wards Hill Batley but did not use it.

People were asked their views about the service provided. 64% gave us views. The results are shown below:



As is usual, price tends to score worst but even for that there was a 7% very good score, but 2% said very poor. There were no other very poor scores but most factors scored some 'poor'. Best score was for driver knowledge where 44% said good and 31% average with no poor or very poor scores at all. Next highest was vehicle cleanliness, then state of vehicle repair and driver behaviour. Overall, this suggests a generally average view of the service provided by all licensed vehicles in the area.

When asked what might encourage people to use hackney carriages or to use them more often, the strongest response came for 'if they were more affordable', with 36% of total responses, followed by 26% if people could pay electronically and 21% were there more hackney carriages that could be phoned for. None said more hackney carriages they could get at a rank. In terms of need of adapted licensed vehicles, overall 86% said they did not nor did they know anyone needing adapted vehicles. 10% favoured WAV and 5% other adapted styles.

The issue of latent demand was investigated using the industry standard, court approved method. This invites people to say if they had ever given up either waiting for a hackney carriage at a rank, or when hailing, and if they have invites them to say where to confirm they are actually referring to hackney carriages (despite careful questioning, many often still quote giving up when having booked a private hire or hackney carriage, or name places that are not ranks, or ranks in other areas).

13 said they had given up waiting for hackney carriages, but when inspected only two of these related to rank issues in Kirklees. That provides a latent demand factor of 1%. This is less than the 9% of last time or the 0.5% of 2017.

People were asked if they felt there were enough hackney carriages in the Kirklees area. 93% felt there were, with the remainder not knowing.

85% felt they knew the difference between a Kirklees hackney carriage and a private hire vehicle. People were then asked to confirm various statements, the correct answers being provided by licensing as:

“White coloured vehicles can be either HCV or PHV in Kirklees”

Responses came back with all but one person suggesting only HCV would be white.

Roof sign saying taxi – yes for HCV no for PHV

Response was 100% from all that only HCV could have roof signs.

Door sticker giving company name – both have door stickers but it would be no for HCV and yes for PHV (although under deregulation act HCV can work for PH operators and could therefore have an operator door sign)

Response was that 10% said could be HCV only, 35% said it could be true for both and 54% that it was private hire only, as expected

Hail one it would be yes for HCV and no for PHV

90% responded correctly, hcv only, but 4% thought phv could be hailed and 6% thought both could be.

Phone and book one can be yes for both but it is a requirement by law to prebook PHV

97% said this was only true for a phv with 2% saying both and 1% hcv only.

I can get one using an app I’d say could be yes for both but again the pre-booking legal requirement for PHV”

98% said this was true for phv only, with 2% for both and 1% for hcv.

In general this suggests people are well able to distinguish vehicles with only small levels of incorrect knowledge, although it is clear hackney carriages are perhaps missing potential to be booked or use apps.

5 Key stakeholder consultation

The following key stakeholders were contacted in line with the recommendations of the BPG:

- Supermarkets
- Hotels
- Pubwatch / individual pubs / night clubs
- Other entertainment venues
- Restaurants
- Hospitals
- Police
- Disability representatives
- Rail operators
- Other council contacts within all relevant local councils

Comments received have been aggregated below to provide an overall appreciation of the situation at the time of this survey. In some cases, there are very specific comments from given stakeholders, but we try to maintain their confidentiality as far as is possible. The comments provided in the remainder of this Chapter are the views of those consulted, and not that of the authors of this report.

Our information was obtained by email. The list contacted includes those suggested by the Council, those drawn from previous similar surveys, and from general internet trawls for information. Our target stakeholders are as far as possible drawn from across the entire licensing area to ensure the review covers the full area and not just specific parts or areas.

For the sake of clarity, we cover key stakeholders from the public side separately to those from the licensed vehicle trade element, whose views are summarized separately in the following Chapter.

As is typical for this kind of consultation, which is entirely voluntary, just a single response was received. They told us their customers used licensed vehicles, mainly using their own mobile phones. They were not aware of any ranks customers could use and received no complaints. This was from a Bingo club.

The impact of this on the results are not likely to be significant, as it is very rare that input from key stakeholders is vastly different to the responses provided by the general public and from the rank observations. Further, the 2017 set of key stakeholder responses had generally provided positive feedback on the service with no real negative issues raised.

The authority has 15 rail stations. The largest is Huddersfield, operated by the Government owned Trans Pennine Trains Ltd (since it replaced the former private company in 2023) is 106th (104th in 2020) largest in terms of the volumes of people entering and leaving up to March 2022 (the latest year for which statistics are available). In that year there were just over 3.04 (under 4.9 million in 2020) passenger entries and exits. Passenger numbers have gone up 81% since the start of collection of data in 1997/8, but the years since the last survey, over the pandemic, have seen flows down 36%.

The next largest station is Dewsbury, which was 351st (365th) with just over a million (1.7m, 2020) passenger entries and exits. Growth was similar with 96% since the start of information and -35% since the last survey. All other stations are operated by Northern (also Government controlled) and have annual passenger numbers ranging from just under 323,000 (871st, was 955th, Mirfield) to just under 20,000 (2,165th, was 2,225th out of 2,630 stations), with recent growth of -6% and no growth since statistics began. Eight stations had less than 53,000 passengers per year, or 530 leaving per week, very unlikely to generate any hackney carriage-based demand.

6 Trade stakeholder views

The BPG encourages all studies to include 'all those involved in the trade'. There are a number of different ways felt to be valid in meeting this requirement, partly dependent on what the licensing authority feel is reasonable and possible given the specifics of those involved in the trade in their area.

The most direct and least costly route is to obtain comment from trade representatives. This can be undertaken by email, phone call or face to face meeting by the consultant undertaking the study. In some cases to ensure validity of the work being undertaken it may be best for the consultation to occur after the main work has been undertaken. This avoids anyone being able to claim that the survey work was influenced by any change in behaviour.

Most current studies tend to issue a letter and questionnaire to all hackney carriage and private hire owners, drivers and operators. This is best issued by the council on behalf of the independent consultant. Usual return is now using an on-line form of the questionnaire, with the option of postal return still being provided, albeit in some cases without use of a freepost return. Returns can be encouraged by email or direct contact via representatives. Some authorities cover private hire by issuing the letter and questionnaire to operators seeking they pass them on when drivers book on or off, or via vehicle data head communications.

In all cases, we believe it is essential we document the method used clearly and measure response levels. However, it is also rare for there to be high levels of response, with 5% typically felt to be good and reasonable.

As is the usual practice, it was planned to issue this driver survey following successful completion of the rank work, to ensure there were no undue alerts to the trade that might have led to 'playing up' to the rank work being undertaken. This was issued towards the end of March 2023.

Just 41 (132 last time) responses were received. This is around a 1.5% (6% last survey) response rate from the entire driving population, a poor level for a total driver response. The responses were reviewed for any multiple responses by checking quoted driver references and no obvious duplicates were identified. This remains a better response than that in 2017, which was just 11 and only considered as indicative, but obviously not as robust as the 2020.

80% of those responding said the licensed vehicle trade was their main or only source of income. 12% said they were working part time but with no other sources of income. 7% were part time but with other sources of income. No respondents said they were not currently working.

Of the response, 83% (69% last survey, 64% 2017) said they drove private hire vehicles, 10% (22%) hackney carriage, 7% (3%) said they drove either vehicle and none (6%) said they did not drive a vehicle. This is a very strong representation from the private hire element of the trade, unusual for this kind of survey that is often believed to only be relevant to

hackney carriages by those in the private hire element. This appears to be a typical response for this area given the high levels over the last three surveys.

For all respondents, the average quoted level of service in the trade in the area was 11 years (showing a continued reduction from the 13 of 2017 and the 12 of 2020). However, the hackney carriage sample had a much higher average of 25 years with the private hire lower at 10 years. The longest level of service of 40 years was higher than the level of 30 years quoted by those from the private hire side. However, the hackney carriage sample was just four. In terms of overall spread, 34% said between one and five years, 29% six to ten and 12% 11-15 years. Just 6% responded 26 or more years.

All but one (86% last time) told us how many days they had worked in the period around the rank surveys. 43% (33% last time) said five days, 35% (33% last time) six days, 13% (11%) said seven days, 8% (10%) four days, 3% (5%) three days, and none (3% each) two or no days, and none (1%) said a single day. The level of hackney carriage response was too low to compare and contrast their working profile with private hire.

The average days worked was 5.5. The value was marginally higher for private hire compared to hackney carriage, although again the small hackney carriage numbers suggest this can only be noted as indicative.

Average hours worked were 36.2 (similar to the 35 of 2022 and the 31 quoted in 2017), with a value slightly higher for hackney carriage only at 38.8. The quoted longest hours worked for hackney carriage was 45 (70) hours compared to 70 (78) for private hire.

Most gave at least one issue that affected when they worked. Some provide multiple responses. Of all the responses received, the top value was 31% (25% last time) for family commitments. 22% (19%) said they worked busy times, but 17% said their hours were chosen to avoid disruptive passengers (same as in 2020). 21% this time avoided heavy traffic (not mentioned in 2020). This is a significant increase from the none saying this in 2020. 1% (10%) had their hours affected by sharing a vehicle.

98% (79% in 2020) said they owned their own vehicle and 8% (13%) said that someone else also drove the vehicle they drove. Times vehicles were used by others were equally split between weeks and weekends.

85% (55% in 2020) overall of all those responding (including those who said they drove both kinds of vehicle) said they accepted pre-bookings. A range of different methods were named for how these pre-bookings were actually obtained. These ranged from passengers making a return booking when leaving a vehicle (14%) through use of apps (31%) and via companies (49%). The hackney carriage responses had two that made the booking direct with the driver asking for a return trip. One of the four hackney carriages said they got bookings through a company. Two of the four said they mainly obtained work from immediate hire from ranks and then confirmed this was 90-95% of their work. One obtained the other 5% from phone bookings, the other gained their final 10% from hailing. One

said 75% rank, 5% hailing and 20% bookings. Two confirmed they undertook immediate work either from ranks or bookings.

Only three of the four hackney carriages, and none of those saying they drove both kinds of vehicle, gave ranks they used. One said South Street Dewbury plus Batley. One said most Huddersfield ranks and Victoria Street, Holmfirth plus two smaller town centres. One said just Huddersfield Station and another Huddersfield Station and South Street Dewsbury.

Several private hire suggested ranks they used, but this appeared to be a misunderstanding as none then gave any proportion for how much of their work came from ranks, generally confirming most work was from office bookings.

With reference to usage of vehicles by those in wheelchairs, 54% to 87% said they never obtained any such passengers. However, 10% said they got such fares daily at ranks and a further 10% daily through bookings. 15% got daily pre-bookings and 13% got contracts needing a WAV. Otherwise, there was little usage quoted nor for people transferring.

When asked if there were enough hackney carriages now in Kirklees, 78% said yes and 22% said no. All four hackney carriages and all three dual users felt there were enough. 73% of the private hire also agreed there were enough.

Drivers were asked if the number of hackney carriages should continue to be limited. 62% (74% in 2020) said yes. Again all four hackney carriages responding agreed, with two of the three dual users also agreeing. 56% of private hire also agreed, a slight reduction from the 62% of 2020.

People were asked how having the limit benefitted the public. Some used this question to say they did not think it did benefit. However, several said it provided a better service, that it reduced congestion and that it helped passengers be more likely to recognise their drivers.

When asked if drivers thought there were enough hackney carriages licensed in Kirklees, 84% said they thought there were.

When asked how the limit benefitted the public the four hackney carriages basically reiterated there were already enough vehicles and that more would cause issues with them making ends meet. Private hire drivers in favour also reiterated there being too many vehicles, with some pointing out there were also too many private hire, many from out of town areas. Some of those that said the limit should not remain also had doubts if removing it was a good idea. Few gave any indication of benefits of either keeping or removing the limit.

The question of benefits were the limit removed saw five say it would provide more choice and one that people would be better able to use licensed vehicles. Two used this question to say they thought there would be no benefit of removing the limit whilst all hackney carriages used the question to reiterate there would be no benefit and that there remained too many hackney carriage vehicles in any event.

Additional comments amounted to one hackney carriage seeking better enforcement of ranks against private cars parking in them, one person

saying they had been waiting for a hackney carriage plate for 16-17 years and were unwilling to buy one for £15k, another that said all licensed vehicles should be hackney carriages and another saying hackney carriages were 'something of the past'.

7 Evaluation of unmet demand and its significance

It is first important to define our specific view about what constitutes unmet demand. Our definition is when a person turns up at a hackney carriage rank and finds there is no vehicle there available for immediate hire. This normally leads to a queue of people building up, some of who may walk off (taken to be latent demand), whilst others will wait till a vehicle collects them. Later passengers may well arrive when there are vehicles there, but because of the queue will not obtain a vehicle immediately.

There are other instances where queues of passengers can be observed at hackney carriage ranks. This can occur when the level of demand is such that it takes longer for vehicles to move up to waiting passengers than passengers can board and move away. This often occurs at railway stations but can also occur at other ranks where high levels of passenger arrivals occur. We do not consider this is unmet demand, but geometric delay and although we note this, it is not counted towards unmet demand being significant.

The industry standard index of the significance of unmet demand (ISUD) was initiated at the time of the introduction of section 16 of the 1985 Transport Act as a numeric and consistent way of evaluating unmet demand and its significance. The ISUD methodology was initially developed by a university and then adopted by one of the leading consultant groups undertaking the surveys made necessary to enable authorities to retain their limit on hackney carriage vehicle numbers. The index has been developed and deepened over time to take into account various court challenges. It has now become accepted as the industry standard test of if identified unmet demand is significant.

The index is a statistical guide derived to evaluate if observed unmet demand is in fact significant. However, its basis is that early tests using first principles identified based on a moderate sample suggested that the level of index of 80 was the cut-off above which the index was in fact significant, and that unmet demand therefore was such that action was needed in terms of additional issue of plates to reduce the demand below this level, or a complete change of policy if it was felt appropriate. This level has been accepted as part of the industry standard. However, the index is not a strict determinant and care is needed in providing the input samples as well as interpreting the result provided. However, the index has various components which can also be used to understand what is happening in the rank-based and overall licensed vehicle market.

ISUD draws from several different parts of the study data. Each separate component of the index is designed to capture a part of the operation of the demand for hackney carriages and reflect this numerically. Whilst the principal inputs are from the rank surveys, the measure of latent demand comes from the public on-street surveys, and any final decision about if identified unmet demand is significant, or in fact about the value of continuing the current policy of restricting vehicle numbers, must be taken

fully in the context of a careful balance of all the evidence gathered during the survey process.

The present ISUD calculation has two components which both could be zero. In the case that either are zero, the overall index result is zero, which means they clearly demonstrate there is no unmet demand which is significant, even if other values are high.

The first component which can be zero is the proportion of daytime hours where people are observed to have to wait for a hackney carriage to arrive. The level of wait used is ANY average wait at all within any hour. The industry definition of these hours varies, the main index user counts from 10:00 to 18:00 (i.e. eight hours ending at 17:59). The present index is clear that unmet demand cannot be significant if there are no such hours. The only rider on this component is that the sample of hours collected must include a fair element of such hours, and that if the value is non-zero, review of the potential effect of a wider sample needs to be considered.

The other component which could be zero is the test identifying the proportion of passengers which are travelling in any hour when the average passenger wait in that hour is greater than one minute.

If both of these components are non-zero, then the remaining components of the index come into play. These are the peakiness factor, the seasonality factor, average passenger delay, and the latent demand factor.

Average passenger delay is the total amount of time waited by all passengers in the sample, divided by the total number of passengers observed who entered hackney carriages.

The seasonality factor allows for the undertaking of rank survey work in periods which are not typical, although guidance is that such periods should normally be avoided if possible particularly as the impact of seasons may not just be on the level of passenger demand, but may also impact on the level of supply. This is particularly true in regard to if surveys are undertaken when schools are active or not.

Periods when schools are not active can lead to more hackney carriage vehicles being available whilst they are not required for school contract work. Such periods can also reduce hackney carriage demand with people away on holiday from the area. Generally, use of hackney carriages is higher in December in the run-up to Christmas, but much lower in January, February and the parts of July and August when more people are likely to be on holiday. The factor tends to range from 0.8 for December (factoring high demand level impacts down) to 1.2 for January / February (inflating the values from low demand levels upwards).

There can be special cases where summer demand needs to be covered, although high peaks for tourist traffic use of hackney carriages tend not to be so dominant at the current time, apart from in a few key tourist authorities.

The peakiness factor is generally either 1 (level demand generally) or 0.5 (demand has a high peak at one point during the week). This is used to allow for the difficulty of any transport system being able to meet high

levels of peaking. It is rarely possible or practicable for example for any public transport system, or any road capacity, to be provided to cover a few hours a week.

The latent demand factor was added following a court case. It comes from asking people in the on-street questionnaires if they have ever given up waiting for a hackney carriage at a rank in any part of the area. This factor generally only affects the level of the index as it only ranges from 1.0 (no-one has given up) to 2.0 (everyone says they have). It is also important to check that people are quoting legitimate hackney carriage rank waits as some, despite careful questioning, quote giving up waiting at home, which must be for a private hire vehicle (even if in hackney carriage guise as there are few private homes with taxi ranks outside).

The ISUD index is the result of multiplying each of the components together and benchmarking this against the cut-off value of 80. Changes in the individual components of the index can also be illustrative. For example, the growth of daytime hour queueing can be an earlier sign of unmet demand developing than might be apparent from the proportion of people experiencing a queue particularly as the former element is based on any wait and not just that averaging over a minute. The change to a peaky demand profile can tend towards reducing the potential for unmet demand to be significant.

Finally, any ISUD value must be interpreted in the light of the sample used to feed it, as well as completely in the context of all other information gathered. Generally, the guide of the index will tend not to be overturned in regard to significant unmet demand being identified, but this cannot be assumed to be the case – the index is a guide and a part of the evidence and needs to be taken fully in context.

Element	2023	2020	2017	2013
Average passenger delay	0.1	0.08	0.017	0.87
Prop travelling in hours with over 1 min APD	2.43	1.88	0.06	Zero
Off peak hours with any delay	7.48	10.10	10.26	12.12
Seasonality	1	1	1	1
Peakiness	1	0.5	0.5	1.0
Latent	1.01	1.115	1.005	1.003
Overall ISUD index estimate	1.81	0.88	0.01	Zero

The table shows the ISUD index has increased survey on survey, from a level of zero in 2013 to 0.01 in 2017 to 0.88 in 2020 and 1.81 now. However, given the cut-off value is 80, this level remains insignificant and demonstrates no unmet demand that is significant at this point in time, and therefore no need to review either the limit, nor the level it is set at in terms of extra licences. The trend towards significance of observed unmet demand is also only very marginal.

The overall level of average passenger delay and the proportion of passengers travelling in hours with over a minute average passenger delay

have both increased. Off peak hours with delay have reduced more significantly and peakiness has been set back to 1 (not peaky) whilst all other factors have remained the same. Further discussion in context is provided below.

8 Summary, synthesis and study conclusions

This hackney carriage unmet demand survey on behalf of Kirklees has been undertaken following the guidance of the BPG and other recent case history regarding unmet demand and its significance. This chapter first summarises the salient points from each previous chapter, then draws the separate sources of information together and completes with a study conclusion. Specific recommendations are provided in the subsequent chapter.

Background and context

This study was undertaken principally between February and June 2023 over a similar timeframe to the previous work in both 2017 and 2020. On street interviews and rank observations were undertaken in late April. Licensed vehicle driver and other trade opinions were obtained between March and May.

Local council policy towards transport remains within the gift of the local authority and in summary states that “hackney carriages and private hire vehicles are a valuable part of our transport system, providing more choice for whole or part journeys...and a valuable service for those with disability or mobility impairments”. There is a strong encouragement to enhance rank provision whilst encouraging take-up of low emission vehicles whilst promoting mobility as a service aspects. This policy has been consistent since the last survey.

Private hire vehicle numbers continue to show strong growth whilst the level of hackney carriages has remained stable with the limit policy. Hackney carriages remain 9% of the fleet compared to being 24% in 1999. Dual driver numbers remain generally growing. The pandemic had a strong impact on all elements of the service although hackney carriage numbers, with the limit, were much less badly impacted. At the time of writing this report, all numbers were heading back towards the peak levels immediately before the pandemic, which shows a very resilient trade that has bounced back very well and relatively quickly.

Operator numbers are more stable although recent numbers suggest volatility or recording errors.

WAV fleet share of the total in both fleets continue to decline but only marginally so.

This current survey is the latest in a series believed to cover at least 2005, 2010, 2013, 2017 and 2020 together with this 2023 survey. The formal level of the limit remains at 224 with some therefore available for issue.

Rank observations

Since 2020 the layout of the rank provision at Huddersfield Bus Station has been amended. The former two parallel lanes directly outside have been replaced by a smaller feeder rank near the bus station exit with the head

of the rank located at the bus station end of Dundas Street. The rank at the Market Street end of Dundas Street remains. Further, a feeder rank was identified near Barclays Bank in Holmfirth together with a rank in the drop-off circle of Dewsbury Station.

There were some impacts of snow on the observations with some repeats the following week. Rail services were impacted by long term overnight maintenance work and the repeat weekend saw a national rail strike but the principal rail ranks had already been covered without snow impact in the initial observations.

63% (71% last time) of the observations at or near ranks related to local hackney carriage movements, with 20% (14%) being private cars and 12% (10%) private hire vehicles. This follows the national trend seeing more abuse of ranks by cars that have got used to less hackney carriages being around and more rank space being available near key locations where people wish to stop.

This time 1.4% of the total vehicle observations were out of town licensed vehicles whereas none had been observed in 2020. This is tiny compared to other places.

For this survey, 60% of overall vehicle activity was near either John William Street or the Huddersfield Station rank, increased from the half of the total in 2020. This time 41% (26% last time) were at John William Street and 19% (26%) at the Station.

With reference to hackney carriage vehicles, 40% (23%) were at John William Street, 26% at the station (34% last time), 10% at Victoria Street Holmfirth (same as in 2020), Huddersfield Bus Station 8% (11%) and Dundas Street at Market Street 5% (7%). Whilst other sites were used, none saw more than 3% of the hackney carriage observations.

The worst level of potential misuse by private vehicles was at four ranks located where high demand for private vehicle pick up and set down was evident, with the top two being part time locations whose markings do not help differentiate the rank usage times (Holmfirth Bus Station and Cross Church Street, Huddersfield). Cars were between 52% and 44% of total movements.

Apparent private hire misuse of ranks saw five ranks with between 18% and 42% of movements made up of local private hire, much higher than in 2020. The worst location last time (Holmfirth Bus Station) was third this time, with John William Street second with 36%.

Compared to many other places around England, overall estimated weekly patronage levels are only marginally reduced from those observed in 2020, being around 3% less. This is still 14% less than the peak of 2017.

As already noted, the top two active rank locations are Huddersfield Railway Station and John William Street, Huddersfield. This survey they provided 54% of all estimated passengers, compared to 51% in 2020. Station share and usage was reduced but John William Street was the busiest it has been seen since the 2017 survey.

Holmfirth Victoria Street night rank saw continued growth remaining third busiest overall with just over 17% of total passengers estimated in a typical week. Levels in Holmfirth are also supplemented by the feeder and the bus station locations. The new arrangement at the bus station saw about the same share of passengers (11%) but Cross Church Street saw significant reduction from just over 8% last time to 2.5% now.

The top four ranks now provide 82% of all estimated passenger demand compared to 76% in 2020 and 71% in 2017. This continues to be at the expense of the lesser-used rank locations.

The demand profile continues to see growth from Thursday to Friday to Saturday, with the latter two days remaining most similar. However, Saturday sees a very sharp peak which defines the area as having 'peaky demand' although the level of this is reduced, having been six times the average hourly value in 2020 and just under four times now.

Specific comparison of the two total flow profiles shows remarkably similar profiles apart from the reduced Saturday peak.

The same level, 2%, as in 2020, of observed hours saw average passenger delay in that hour a minute or more. The longest average passenger delay was just two minutes, compared to the 12 in 2020. Just two specific passengers had actual waits of 11 or 12 minutes compared to the four that experienced this in 2020. Overall average passenger delay was increased from 2020, but only from five seconds to six, very minimal.

During sample observations, 59% (58% in 2020 and 62% in 2017) of the hackney carriage plates were seen. The top two rank saw most share of the fleet, with 39% of the fleet seen over the three Station observations. In general the overall level of activity was very similar to 2020, very encouraging and referenced further later in regard to performance of the service to the public.

There appeared to be a focus of WAV style vehicle servicing ranks, with a higher proportion seen than actually within the fleet. An similar level of five (seven in 2020) people were observed using wheelchairs to get hackney carriages at ranks in the area, with over half of these at Huddersfield rail station rank.

On street public views

A robust and valid on street set of interviews essentially capture local people in the streets, with 84% saying they were from the Borough.

On average, 80% (71% last time and 68% in 2017) had used a local licensed vehicle in the last three months. The average level of trips per person per month had reduced slightly overall since 2020/2017 (now 1.9 trips per person per month).

Across the area, 18% (22% 2020) got licensed vehicles from ranks, 20% (13%) used an app and 5% (4%) hailed. Standard phone reduced to 45% from 50%, showing the key item being growth of app usage. The increase in hailing is also notable which we are finding can be a result from people increasing use of apps.

An increased 72% could not remember when they last used a hackney carriage although this was more similar to the 61% of 2017 than the 48% of 2020. This could demonstrate that the issue of shortages of private hire in the pandemic may now being overcome. Just 3% however could not remember seeing a hackney carriage, a good level of awareness.

The overall per person per month usage of hackney carriages was much reduced at 0.2 compared to 0.6 in 2020 but again more similar to the 0.3 of 2017.

The top six companies phoned took 83% of all mentions with the largest 27%, second 26% and third 14%, with others 8% or less. The two largest companies also used apps seeing good competition for a national app.

The top known rank remained Huddersfield Station (24% (27%2020)) and then the Bus Station with 19%. John William Street quotation was reduced from 16% in 2020 to 6% now.

Views about the service provided suggested a generally average view of the overall service with the best score for driver knowledge and price worst, but not as negative as in many places. However, higher usage remained 'if they were more affordable'.

The estimate of overall latent demand was 1.01.

93% felt there were enough hackney carriages in the area with the remainder saying they did not know. 85% felt they knew the difference between a local hackney carriage and private hire with detailed responses suggesting only a minority having misunderstandings. The key area where hackney carriages appear to be losing out is that people are not aware they can get them as bookings or with use of apps.

Key stakeholder views

Despite attempts being made, there was just a single response who said people used licensed vehicles but obtained them on their own mobile phones. This element of the survey rarely tends to find major issues with the service provided, and the lack of response does not reduce the robustness of the conclusions made given the strength and consistency of other evidence.

Statistics for the local 15 rail stations found Huddersfield patronage down 36% since the last survey although its rank overall was marginally higher. Dewsbury was second and had similar levels of reduced patronage.

Trade views

The much poorer 1.5% (6% in 2020, but still better than in 2017) response, found most drivers tended to work five days and 36 (35 in 2020) hours. 17% - the same as in 2020 - said they chose working hours to avoid disruptive passengers, which had been a strong increase from no response saying this in 2017. Vehicle ownership levels were even higher than 2020 at 98% (79% 2020). 85% overall accepted pre-bookings.

Few responses were given about ranks used.

62% (74% in 2020) supported retention of the vehicle limit. This included 56% of responding private hire drivers. The trade suggested the public benefitted from this by it providing a better service for them, reducing congestion and increasing the potential for passenger to recognise drivers (as in 2020).

Formal evaluation of significance of unmet demand

Although most elements and the index of significance of unmet demand (ISUD) have increased in successive surveys, the overall value of 1.81 remains a very long way from ever suggesting the level of unmet demand is significant (at a value of 80). The trend toward significance is itself very marginal. Off peak hours with delay reduced although the growth is inflated by the suggestion that the peakiness factor has changed from being peaky to not, which could be argued, in which case the current value would be 0.9.

In any event, public service is clearly being met by the present fleet and therefore the limit policy is providing benefit.

Synthesis

The current survey shows remarkable similarity in the operation of hackney carriages in Kirklees compared to the pre-pandemic situation observed in early 2020. Overall patronage is just 3% lower now. This is despite

evidence of increased use of apps, which seems to have mainly impacted on phone usage of private hire, but also seems as in other places to have led to some increase in hailing.

The trend towards increased use of the larger ranks and reduction in numbers of other ranks used continues, although there are two ranks first observed this time that do provide good levels of passenger flow. Holmfirth continues to be an excellent area of hackney carriage usage albeit at weekends and at nights.

All the information continues to point clearly towards the vehicle limit policy providing public benefit across the whole of the Kirklees area. Despite the overall hackney carriage fleet level being a small proportion, it clearly provides a high level of value to people and their travel needs. It is very important to the developing Holmfirth night economy.

During the pandemic, it kept many more hackney carriages on the road compared to the dire impact on private hire vehicle and driver numbers. However, as private hire numbers returned, some people returned to their use against otherwise having used hackney carriages.

The national issue of abuse of ranks by private vehicles is also notable here. This could increase unmet demand opportunity if vehicles cannot service ranks when they need to meet passenger demand.

Conclusions

The most important conclusion is that the level of observed unmet demand remains a long way from being significant in terms of Section 16 of the 1985 Transport Act. The limit on vehicle numbers can therefore be retained and there is no need to add any further plates.

Whilst the level of unmet demand suggests the spare plates could be removed the recent take-up of some suggests on balance it is better to leave the few available to meet demand if needed.

The hackney carriage trade is generally well-known and appreciated across the area, and is active across all main settlements, not just focussed in Huddersfield. The hackney carriage trade is particularly important to the developing night life of Holmfirth, and the trade are working hard to ensure needs there are met.

The vehicle fleet size in the area is always likely to tend to be higher than the level of population might suggest because there are several specific niche operating areas who have sufficient work in some manner to avoid them needing to work in busier areas at any time. The exception is Holmfirth, where various vehicles work together to service that requirement, providing what is a critical and essential support to a key developing part of the economy.

9 Recommendations

On the basis of the evidence gathered in this hackney carriage unmet demand survey for Kirklees Council, our key conclusion is that there remains no evidence of any unmet demand for the services of hackney carriages either patent or latent which is significant at this point in time in the licensing area. The committee is therefore able to choose to retain the present vehicle limit policy, and to do so at the present level of 224 vehicles. Given that the level of unmet demand was far from being significant, in fact almost negligible (albeit increasing marginally), and this was obtained with the fleet of 219 vehicles, it would be possible to reset the limit to that level and be sure this would remain sufficient to meet observed demand at least over the current life of this survey of three years. However, on balance with recent take-up of some spare plates this option should not be taken at this time.

In normal circumstances, fresh observations at ranks and new collection of a database of information to support the limit policy, would be required no later than March 2026. This target should be retained. It should be noted that due to Ramadan in 2

Consideration should be given, however, to alerting relevant authorities to the issue of abuse of some ranks by private cars to ensure the ranks are always available to hackney carriages when needed to service customers. This may need much better signing at part time ranks.

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REPORT TITLE: Licensing Services – Update Report
Licensing and Safety Committee – Wednesday 14th February 2024

Cabinet date	N/A
Cabinet Member	Councillor Mussarat Pervaiz
Key Decision Eligible for Call In	No No
Purpose of Report The purpose of the report is to inform members of the activities undertaken to discharge the Council's licensing functions from 1 st April 2023 to 30 th September 2023.	
Recommendations <ul style="list-style-type: none"> Members are asked to note the report. Reasons for Recommendations <ul style="list-style-type: none"> The report is for information only. 	
Resource Implications: There are no resource implications relating to this report.	
Date signed off by <u>Strategic Director</u> & name Is it also signed off by the Service Director for Finance? Is it also signed off by the Service Director for Legal Governance and Commissioning?	Rachel Spencer-Henshall – 26.01.2024 Isabel Brittain – 31.01.2024 Julie Muscroft – 25.01.2024

Electoral wards affected: All

Ward councillors consulted: None

Public or private: Public

Has GDPR been considered? Yes, any personal data has been redacted for the purposes of this report.

1. Executive Summary

1.1 This report is to provide members of the Licensing and Safety Committee with an update on the activities undertaken by the Council's licensing service from 1st April 2023 to 30th September 2023.

2. Information required to take a decision

Hackney Carriage and Private Hire Licensing

2.1 The overriding aim of the licensing service, when carrying out its functions relating to the licensing of hackney carriage and private hire drivers, vehicle proprietors and operators is the safety of the travelling public and others who use (or can be affected by) hackney carriage and private hire services.

Current Licence Numbers

2.2 The number of current hackney carriage and private hire licences in force as of 29th December 2023 are set out in the table below: -

Type	No.
Hackney Carriage Vehicles	219
Dual Drivers Licence	3,119
Private Hire Operators	197
Private Hire Vehicles	2,452
Total	5,987

2.3 The following table sets out the number of private hire / hackney carriage applications processed by the service between 1st April 2023 and 30th September 2023 and the number comparable during the same months in previous years: -

Licence Type	Application Type	2023	2022	2021
Hackney Carriage Vehicle	New/Renewal	130	137	126
Dual Drivers Licence	New	248	57	45
	Renewal	525	698	866
Private Hire Operator	New	38	26	17
	Renewal	39	29	35
Private Hire Vehicle	New	333	242	235
	Renewal	832	843	840
Total		2,145	2,032	2,164

2.4 Members will note there are less driver renewal applications, there are several reasons for this, one being the move to issuing 3-year licences and in 2020 the licensing

authority were not accepting new driver applications due to the pandemic which would now have been renewing after 3 years.

2.5 Members will also note that the number of new driver applications have increased considerably since the same period last year, which is a positive improvement following the pandemic.

Vehicle Testing

2.6 In relation to vehicle testing the tables below show the numbers of vehicle compliance tests that were taken from 1st April 2023 to 30th September 2023.

George Street Testing Station						
	April 2023	May 2023	June 2023	July 2023	Aug 2023	Sept 202
Number of Tests	133	110	86	51	93	168
Passed Initial Test	80	66	44	34	61	78
Failed Initial Test	53	44	42	17	34	70
% Passed	60%	60%	51%	67%	63%	58%
% Failed	40%	40%	49%	33%	37%	42%

Vine Street Testing Station						
	April 2023	May 2023	June 2023	July 2023	Aug 2023	Sept 2023
Number of Tests	93	39	113	115	85	69
Passed Initial Test	78	33	88	84	65	45
Failed Initial Test	15	6	25	31	20	24
% Passed	84%	85%	78%	73%	76%	65%
% Failed	16%	15%	22%	27%	24%	35%

Vine Street & George Street Combined						
	April 2023	May 2023	June 2023	July 2023	Aug 2023	Sept 2023
Total No. Tests	226	149	199	206	178	237
Total Passed	158	99	132	118	126	123
Total Failed	68	50	67	48	54	114
Total % Passed	70%	66%	66%	77%	70%	52%
Total % Failed	30%	34%	34%	23%	30%	48%

2.7 Further details regarding the reasons for failure of tests and numbers of vehicles that have failed in each category in the 6 months between 1st April 2023 and 30th September 2023 are shown in the table below: -

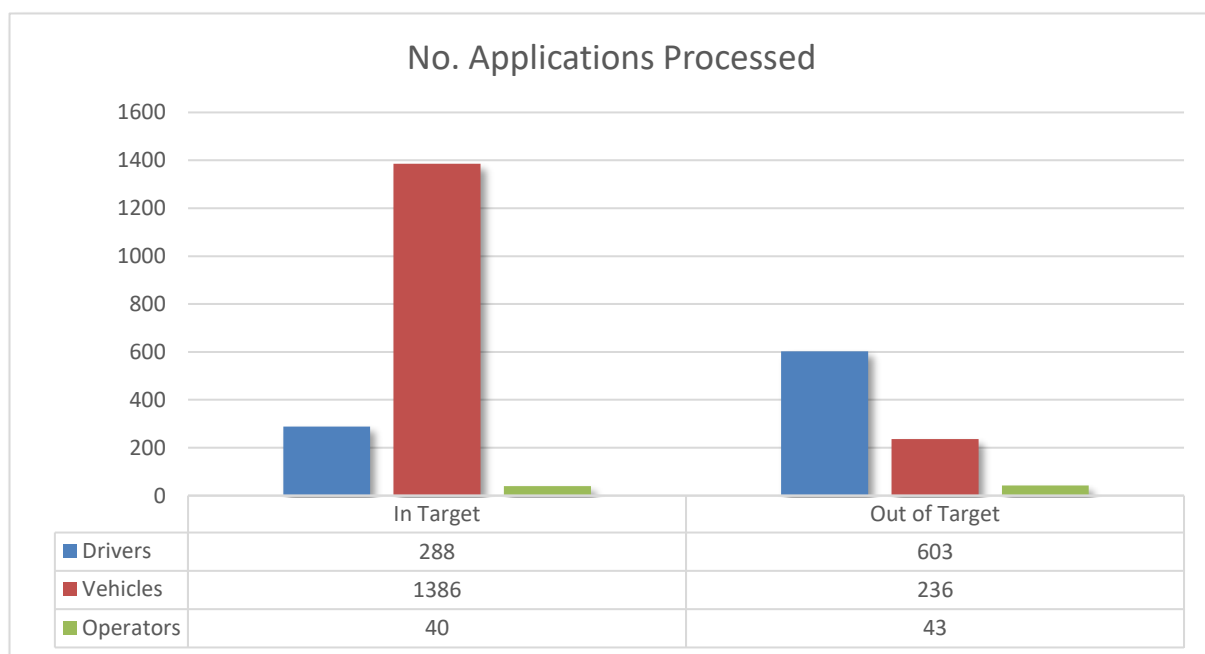
(Please note some vehicles may have failed on more than one item which will account for the numbers being higher than the failure rates above)

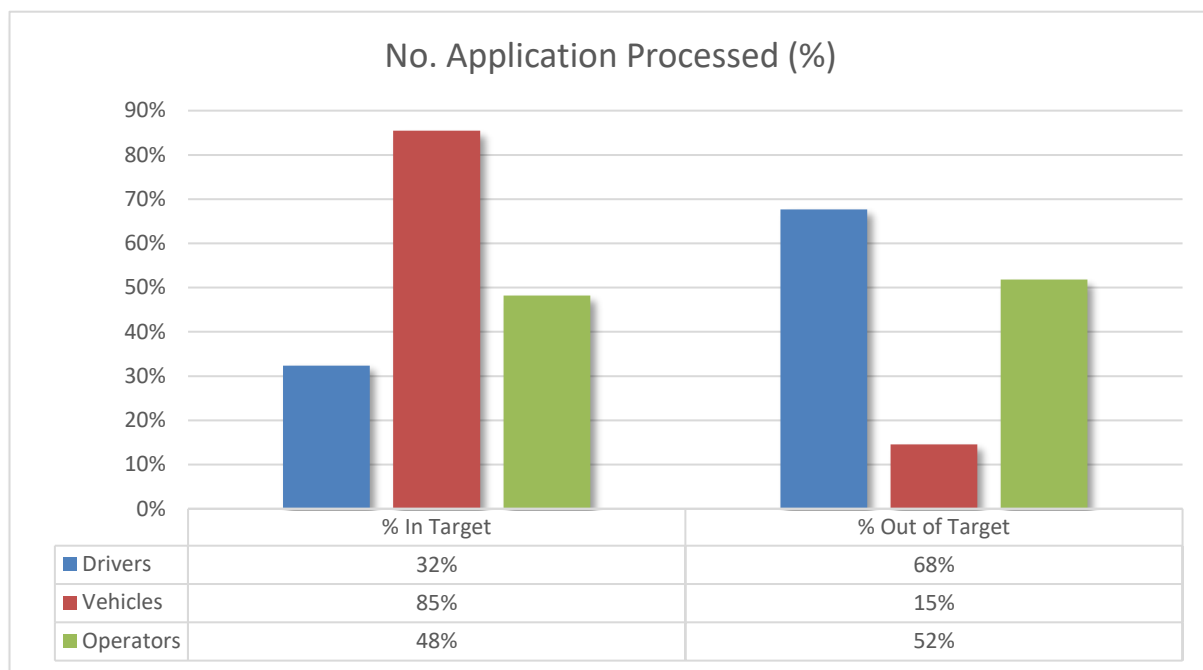
Reason for Failure	Vine Street	George Street	Percentage of total failures (401)	Percentage (Total number of tests 1,195)
Lighting	69	101	42%	14%
Steering/Suspension	30	58	22%	7%
Brakes	29	47	19%	6%
Wheels/Tyres	29	67	24%	8%
Emissions Diesel	11	28	10%	3%
Emissions Catalyst	0	0	0%	0%
Meter Tests	0	0	0%	0%
Body Work	0	1	0.2%	0.1%
Fire Extinguisher	12	6	4%	1%
Interior	13	13	6%	2%
Other	37	37	18%	6%

Service Standards

2.8 In August 2021, the licensing service introduced its service standards, the following tables show how the service performed against the service standards between 1st April 2023 and 30th September 2023:

	April 2023 - September 2023				
	No. Processed	In Target	% In Target	Out of Target	% Out of Target
Drivers	891	288	32%	603	68%
Vehicles	1622	1386	85%	236	15%
Operators	83	40	48%	43	52%





2.9 Below are the previous 6 months performance figures in relation to the service standards for comparison:

	October 2022 – March 2023				
	No. Processed	In Target	%	Out of Target	%
Drivers	842	453	54%	389	46%
Vehicles	1170	919	79%	251	21%
Operators	55	40	73%	15	27%

2.10 Members will note that the service standards figures dropped quite considerably between 1st April and 30th September 2023, due to staff absences and resource issues, measures have been put in place and the service is confident that members will see an improvement in the targets for service delivery in future reports.

Delegated Decisions

2.11 The table below shows the decisions taken by the Group Leader for Licensing between 1st April 2023 and 30th September 2023.

<u>Offence/Issue</u>	<u>Decisions and Reasons</u>
1. Crimes resulting in death of another person or was intended to cause the death or serious injury to another person.	N/A
2. Exploitation – any crimes involving, related to, or has any connection with	1. Existing Driver - Historic CSE Decision– Immediate Revocation

abuse, exploitation, use or treatment of another individual irrespective of whether the victims were adults or children including, for example: slavery, child sexual exploitation, grooming, psychological, emotional, or financial abuse.	2. Existing Driver - Historic CSE Decision - Immediate Revocation
3. Offences involving violence (including arson, riot, terrorism offences, harassment, common assault & criminal damage) or connected with any offence of violence.	1. New Driver- Conviction for battery in 2014, policy is 10 years, 6 points minor motoring convictions, points fall outside policy. Decision – Grant with warning due to length of time since conviction and applicant currently licensed with another authority.
4. Possession of a weapon or any other weapon related offence.	1. Existing Driver – Conviction for trying to purchase ammunition using a false licence, 9 points on DVLA driving licence – 6 points for use of handheld device whilst driving. Decision – Revoke 2. Existing Driver- Conviction for trying to purchase ammunition, failure to declare conviction. Decision – Revoke
5. Sex and indecency offences – any offence involving or connected with illegal sexual activity or any form of indecency.	N/A
6. Dishonesty – any offence of dishonesty, or any offence where dishonesty is an element of the offence.	1. New Driver – Dishonesty conviction in 2017, policy is 7 years should lapse. Decision – due to length of time that has lapsed and no other issues, grant with warning letter.
7. Drugs supply – any conviction for, or related to, the supply of drugs, or possession with intent to supply or connected with possession with intent to supply.	N/A
8.	N/A

Drugs use – any conviction for possession of drugs or related to possession of drugs.	
9. Discrimination – any conviction involving or connected with discrimination in any form.	N/A
10. Drink driving/driving under the influence of drugs.	N/A
11. Driving whilst using a hand-held telephone or other device.	1. Existing Driver – Conviction for driving whilst using a handheld device. 9 points and failure to declare. Decision – Revoke
12. Minor traffic or vehicle related offences – offences which do not include offences involving: - <ul style="list-style-type: none"> • loss of life, • driving under the influence of drink or drugs, • driving whilst using a handheld telephone or other device • No Insurance • Offences which have resulted in injury to any person or damage to any property (including vehicles) 	1. Existing Driver- 9 points on licence, no history of points or concerns. Decision – Requirement to undertake Driven Test and final warning letter. 2. New Applicant – Conviction in 2017 for IN10, policy is 7 years should lapse, were one month from this. Decision - Grant with Warning.
13. Major traffic or vehicle related offences – offences not covered under minor traffic or vehicle related offences and also any offence which resulted in injury to a person or damage to any property (including vehicles), driving without insurance or any offence relating to motor insurance.	1. New applicant – Major Motoring offence in 2017 (over 6 years since motoring conviction), no other issues, honest throughout. Policy is 7 years to lapse. Decision – Deviate from policy due to length of time since conviction and no other issues, grant with warning. 2. New applicant – IN14 conviction – no insurance. Over 6 years since the date of the offence, policy is 7 years to lapse.

	<p>Decision – Deviate from policy due to length of time since conviction and grant licence with a warning letter.</p> <p>3. Existing driver – 6 points for no insurance, exceptional circumstances considered. Decision – Issue warning letter.</p> <p>4. Existing driver – Conviction for driving without due care and attention causing another vehicle damage and receiving 7 points on DVLA driving licence. Failed to declare in line with conditions of licence. Decision – Revoke Licence.</p>
14. Hackney carriage and private hire offences.	N/A
15. Vehicle use offences, for example being carried in vehicle without the owner's consent.	N/A
16. General standard of behaviour/repeat complaints regarding attitude/driving standard and any other reason they may be deemed not 'fit and proper' to hold/continue to hold a hackney carriage/private hire driver's licence and not resulting in conviction.	<p>1. Existing Driver – Complaint about inappropriate behaviour. Decision – Issue warning letter.</p> <p>2. New Driver- Previous refusals, currently licensed with another Authority. Decision – Grant with warning letter.</p>

Hackney Carriage and Private Hire Fee Review

2.12 Members were informed in the previous licensing services update report that the hackney carriage / private hire fees in Kirklees had not been reviewed since 2015 (implemented in 2016), and that a further report would be submitted for member consideration.

2.13 Following consultation in line with the requirements as set out in the Local Government (Miscellaneous Provisions) Act 1976, following consideration of the representations received a decision was taken under delegation by the Strategic Director for Corporate Strategy, Commissioning and Public Health to maintain the current fees level pending further investigation into the issues raised as part of the consultation, the main themes of the issues were:

- The hackney carriage and private hire trade are struggling due to a downturn in customers,

- Increased costs in petrol / diesel and insurance,
- Increased costs due to the cost-of-living crisis,
- There appears to be no rhyme nor reason as to why different fees have increased by different percentages,
- The service has made a surplus in previous years and whether that has been factored into the review in relation to taxi licensing.

2.14 Whilst the service is confident the proposed fees were calculated in line with the legislation, case law and best practice guidelines, it was only appropriate to explore the matter in more detail given the strength of view of the trade.

2.15 It is anticipated that the review will be completed by 30th April 2024 and the service will again be able to consult with the trade on the proposed fees. Following this a report will be brought to members for a decision.

Department for Transport – Taxi and private hire vehicle licensing best practice guidance for licensing authorities in England

2.16 In November 2023 the Department for Transport issued its updated 'best practice' guidance in relation to taxi and private hire vehicle licensing. The previous guidance to local authorities was issued in 2010.

2.17 A further report in relation to the Best Practice Guidance and any required changes will be brought to members in due course.

Licensing Act 2003 and General Licensing

2.18 The total number of Licensing Act and general licensing licenses in force as of 23rd January 2024 are set out in the table below:

Type	No.
Premises Licences	1034
Club Premises Certificate	172
Gambling Licences	599
Sexual Entertainment Venue/Sex Shop	2
Scrap Metal Dealer / Collector	31
Pavement Licence	437
Other General licences/permits	186
Total	2,461

2.19 The following table sets out the number of Licensing Act applications processed by the service between 1st April 2023 and 30th September 2023, and the other columns are the equivalent for the same periods in 2021 and 2022.

Application Type	2023	2022	2021
New	33	21	24

Full Variation	8	4	4
Minor Variation	9	10	9
Transfer	40	37	24
Temporary Event Notices	325	334	220
Total	415	406	281

2.20 The following applications were considered by the Licensing Panel between 1st April 2023 and 30th September 2023.

Application Type	Premises	Outcome
Grant of Premises Licence	M & G Convenience Store Ltd, 30 Church Street Dewsbury	Granted with Conditions
Grant of Premises Licence	Abi Mini Mart, 33 Royds Drive, Holmfirth	Granted
Grant of Premises Licence	20 Holmfirth Road, Meltham	Granted with Conditions
Grant of Premises Licence	Bankgate Mills, Slaithwaite	Refused

Total Number of Applications Received

2.21 The licensing service deals with a wide range of applications:

- Licensing Act 2003
- Gambling Act 2003
- Hackney Carriage and Private Hire
- Street Trading
- Street Activities
- Charitable Collections
- Sex Shops and Sexual Entertainment Venues
- Hypnotists
- Scrap Metal Site and Collections
- Pavement Licences
- Literature Distribution

2.22 In the period between 1st April 2023 and 30th September 2023, the service received a total of 3,057 applications. In the previous 6-month period between 1st October 2022 and 31st March 2023, the service received a total of 2,854 applications.

Alcohol Toolkit

2.23 In 2012, the Police and Social Responsibility Act 2011, introduced Public Health as a responsible authority under the Licensing Act 2003. However, there is no licensing objective that links to 'Public Health', therefore making it difficult for the Director of Public Health or their nominated officers to submit representations in relation to individual applications under the Licensing Act.

2.24 While it is difficult for Public Health to comment on individual applications, as a designated 'responsible authority' it provides an opportunity for public health to help to shape the local alcohol landscape and by using the data they have access to, support the other responsible authorities, ward councillors and members of the public to make their own representations against applications.

2.25 In 2016, Public Health England developed and piloted an Analytical Software Package (ASP) to aid public health teams in their role as a responsible authority, with support from the Home Office and the Department of Health, versions of this ASP are used by local authorities in Cornwall, Wigan, Leeds, and Somerset. Public health colleagues in Kirklees have reviewed this ASP and other local authority variants and, with the support of the Licensing service, have developed a toolkit specifically tailored for Kirklees.

2.26 The Kirklees toolkit is designed as a straightforward one-stop resource with links to various data sources to provide supportive evidence linked to alcohol related harm, and the results from the tool can be used as part of representations to licensing applications and will assist members with decision making at hearings.

2.27 Before the toolkit is formally introduced, members will be invited to a training session to see the toolkit, learn how it works, and find out what benefits it will provide them for when they are making representations in relation to Licensing Act applications and when sitting on a panel determining applications.

West Yorkshire Joint Services – Trading Standards

2.28 The licensing team and the co-located licensing police officers work closely with Trading Standards. Visits to premises are conducted when intelligence has been gathered by Trading Standards.

2.29 While not every premises that is visited is licensed, it is important to note that trading standards work in partnership with the licensing service and the police and where required enforcement action is taken.

2.30 On 26th June 2023 four premises in South Kirklees were visited, at the first premises 64x 20 packets of cigarettes, 64x 50g pouches of hand rolling tobacco and 30 oversized vapes were seized. At the second premises 742x 20 packets of cigarettes and 16x 50g pouches of hand rolling tobacco were seized. At the final two premises there were no illegal products found.

2.31 On 14th August 2023 five premises were visited, at the first premises 230x 20 packets of cigarettes, 8x 50g pouches of hand rolling tobacco, 2,593 oversized vapes and 26.5kg shisha tobacco were seized. At the second premises 1,471 oversized vapes were seized. At the third premises 10x 50g pouches of hand rolling tobacco and 195 vapes were seized. At the Fourth premises 351x 20 packets of cigarettes and 8x 50g pouches of hand rolling tobacco were seized. At the final premises 5x 20 packets of cigarettes and 283 oversized vapes were seized.

2.32 On 13th September 2 premises were visited, neither of the premises were licensed. In total 2,618 vapes were seized.

Staffing within the Licensing Service and Enforcement Activity

2.33 Licensing Officers undertake proactive enforcement activity outside normal working hours. This can vary from, licensed vehicle checks, licensed operator base checks, licensed driver checks, premises licence compliance checks, gambling licence compliance checks and so on.

2.34 Between 1st April 2023 and 30th September 2023 officers carried out 31 proactive enforcement operations including some evenings/weekends, which is an average of 5 per month. The following tables provides a brief overview of the enforcement activities undertaken in the 6-month period:

Month		
April	<ol style="list-style-type: none"> 1. Joint Operation with Police and VOSA 2. Invoice Enforcement (Licensing Act) 3. Vehicle Checks 4. Assistance Dog Operation 	<ol style="list-style-type: none"> 1. 19 Vehicles checked, 6 rectification notices issued, 3 vehicles suspended. 2. 6 premises visited due to non-payment of annual fees. 3. 11 Vehicles checked – no issues. 4. Test Purchased 5 private hire operators and all passed.
May	<ol style="list-style-type: none"> 1. Joint enforcement – Safer Kirklees. 2. Joint Operation with Police 3. Premises licence visits 4. Invoice Enforcement (Licensing Act) 	<ol style="list-style-type: none"> 1. Addressing Town Centre Issues (Dewsbury East). 2. 19 Vehicles Checked, 1 minor issue, 2 vehicles suspended. 3. 3 premises visited, 1 private hire operator base visited, 5 visits Greenhead Park. 4. 3 premises visited in South Kirklees, 4 premises visited in North Kirklees due to non-payment of annual fees. 1 Visit to Greenhead Park (Ice Cream van).
June	<ol style="list-style-type: none"> 1. Invoice Enforcement (Licensing Act) 	<ol style="list-style-type: none"> 1. 9 premises visited – North Kirklees.

	<ol style="list-style-type: none"> 2. Joint Operation with VOSA and Police 3. Joint Operation with Home Office – Immigration checks 4. Joint operation with VOSA 	<ol style="list-style-type: none"> 2. 17 Vehicles Checked, 7 rectification notices issued, 2 vehicle suspensions. 3. Various locations. 4. 36 Vehicles checked, 3 rectification notices issued, 1 vehicle suspension.
July	<ol style="list-style-type: none"> 1. Joint operation with Home Office – Immigration checks 2. Huddersfield Carnival 3. Private Hire Operator Base check 4. Joint operation with VOSA and Police 5. Invoice Enforcement (Licensing Act) 	<ol style="list-style-type: none"> 1. Various locations. 2. Huddersfield TC – Licensing presence at the carnival. 3. 2 Operator Bases checked: visits to premises with outstanding invoices and town centre check. 4. 53 Vehicles checked; 13 rectification notices issued. 5. 5 premises visited, in addition hackney carriage rank inspected resulting in 3 vehicle checks and 1 vehicle suspension.
August	<ol style="list-style-type: none"> 1. Invoice Enforcement (Licensing Act) 2. Vehicle Checks, Joint operation with Police 3. Invoice Enforcement (Licensing Act) 	<ol style="list-style-type: none"> 1. Various premises visited. In addition, Holmfirth hackney carriage rank checked. 2. 21 vehicles checked; 4 rectification notices issued. 3. 10 outstanding invoices, various locations.

	4. Vehicle Checks, Joint operation with Police 5. Premises Licence Visits 6. Invoice Enforcement (Licensing Act)	4. 19 vehicles checked, 6 vehicle licence suspensions, 1 vehicle found to be driving whilst under suspension. 5. 3 pubs and 2 off-licences observed/visited. 6. 8 premises with outstanding invoices visited.
September	1. Invoice Enforcement (Licensing Act) 2. Joint operation with VOSA and police	1. Various premises with outstanding invoices visited. 2. 15 vehicles checked; 4 rectification notices issued.

3. Implications for the Council

3.1 Working with People

One of the key priorities for the licensing service is to ensure the safety of the public.

3.2 Working with Partners

In developing policies and procedures, the licensing service works with a number of partners, including, Kirklees Safeguarding Children's Board, West Yorkshire Police, Environmental Health, The Community Safety Partnership, West Yorkshire Joint Services, the other West Yorkshire Authorities (Including York) and many other partners.

3.3 Place Based Working

There is no impact in relation to this report.

3.4 Climate Change and Air Quality

There are no implications in relation to climate change or air quality in this report.

3.5 Improving outcomes for children

The Council wants to ensure that children in Kirklees have the best start in life and to ensure that the people of Kirklees feel safe and are protected from harm. The Council has a duty to protect the travelling public and safeguard children in licensed vehicles, and more specifically, for the purposes of home to school transport. We also have a duty both under the Licensing Act 2003 and the Gambling Act 2005 to uphold the licensing objectives, namely the protection of children from harm.

3.6 Financial Implications

There are no financial implications.

3.7 Legal Implications

No legal issues.

3.8 Other (eg Risk, Integrated Impact Assessment or Human Resources)

Integrated Impact Assessment

Licensing policies for the service are accompanied with an Integrated Impact Assessment.

Human Resources

There are no human resources issues.

4. Consultation

4.1 This is an information only report, and no consultation has been undertaken.

5. Engagement

5.1 This is an information only report and no engagement has been undertaken.

6. Options

6.1 Options considered

Members are asked to note the report.

6.2 Reasons for recommended option

This is an information only report.

7. Next steps and timelines

7.1 Not applicable – Information only report.

8. Contact officer

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9. Background Papers and History of Decisions

[Agenda for Licensing and Safety Committee on Wednesday 1st February 2023, 10.00 am | Kirklees Council](#)

10. Appendices

N/A

11. Service Director responsible

Katherine Armitage

Service Director – Environmental Strategy and Climate Change

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REPORT TITLE: Decision Making – Hackney Carraige and Private Hire Licensing and Safety Committee – Wednesday 14th February 2024

Cabinet date	N/A
Cabinet Member	Councillor Mussarat Pervaiz
Key Decision Eligible for Call In	No No
Purpose of Report: For members to consider and resolve a decision-making process relating to the hackney carriage and private hire licensing service.	
Recommendations Members are asked to consider the following options and take a decision on how decision making in relation to hackney carriage and private hire should be undertaken. <ul style="list-style-type: none"> • Members panel • Officer Panel • Group Leader • Hybrid Panel Reasons for Recommendations <ul style="list-style-type: none"> • If members are minded to deviate from the statutory guidance issued by the Department for transport, members will be required to provide full reasons for the decision. 	
Resource Implications: If members decide to move from the existing decision making by the group leader for licensing, there will be resource implications in the creation of new processes and procedures. In addition, there will be the requirement for additional human resources from different areas within the Council, including, other senior managers, Governance Officers, Legal and so on.	
Date signed off by <u>Strategic Director</u> & name	Rachel Spencer-Henshall – 26.01.2024
Is it also signed off by the Service Director for Finance?	Isabel Brittain – 31.01.2024
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 25.01.2024

Electoral wards affected: All

Ward councillors consulted: All

Public or private: Public

Has GDPR been considered? Yes, there is no personal data contained in this report.

1. Executive Summary

1.1 The statutory “Taxi and Private Hire Vehicle Standards” issued by the Department for Transport in July 2020 resulted in a review of the Councils hackney carriage and private hire licensing policy to bring it in line with the recommended standards. A consultation was carried out between Tuesday 14th September 2021 and 30th March 2022.

1.2 This report is specifically relating to decision making for the hackney carriage and private hire service.

2. Information required to take a decision

2.1 Currently decision making for hackney carriage and private hire licensing is delegated down to officers with most of the decisions being taken by the Group Leader for the licensing service.

2.2 The guidance issued by the Department for Transport in July 2020 recommends that decision making should be the responsibility of a panel of suitably trained elected members.

2.3 The objective is to separate the investigation of the licensing concerns and the management of the licence process.

2.4 All licensing authorities should consider arrangements for dealing with serious matters that may require the immediate revocation of a licence. The standards recommend that this role is delegated to a senior officer/manager with responsibility for the licensing service.

2.5 Following the issuing of the guidance the licensing service carried out a comprehensive review of its policy and completed a formal consultation. The results of the consultation showed that many respondents agreed that decision making should not be the sole responsibility of one person. The question asked was ‘Do you agree that decision making should stay delegated to the Group Leader for licensing?’ The responses were as follows:

No - 208 Respondents (50%)

Yes – 146 Respondents (35%)

I don't know – 60 Respondents (15%)

2.6 Other comments received back from the consultation also suggested that other persons should be a part of the decision-making process, such as:

- Trade representatives.
- Thorough consultation with the drivers and by calling a meeting.
- A group of leaders.
- DVLA.
- The private hire operator the driver works for.

However, to involve the above would not be an option due to the sensitive and personal information that is disclosed and would be a breach of GDPR. Ultimately, it is for the Licensing Authority to make the decision and officers currently take account of information from some if not all the sources mentioned above.

2.7 Following any decision to refuse, suspend or revoke a licence, legally there is the right of appeal to the Magistrates Court for the applicant or licence holder.

2.8 At the meeting of the Licensing and Safety Committee on Wednesday 6th July 2022 members instructed officers to investigate possible options relating to decision making and the implications for those options and present a more detailed report.

2.9 At the meeting of the Licensing and Safety Committee on Wednesday 5th October 2022 several other options for decision making were presented to members. The Options identified were:

- Members panel
- Officer panel
- Decisions to remain delegated to officers, namely the Group Leader for Licensing

2.10 Members resolved that decisions should remain with the Group Leader for Licensing and instructed officers to undertake further work to investigate other possible options that could incorporate members into the decision making and bring a report back to a future meeting of the Licensing and Safety Committee.

2.11 At the meeting of the Licensing and Safety Committee on Wednesday 1st February 2023, the options identified for members to consider were:

- Members panel
- Officer panel

- Decisions to remain delegated to officers and remain with the group leader for licensing
- A Hybrid panel with both officer and member involvement

2.12 Members resolved:

- i. The decision regarding the decision-making process relating to hackney carriage and private hire be deferred to allow officers to undertake further work and bring this back for consideration at a future meeting of the Licensing and Safety Committee.
- ii. Officers liaise with other West Yorkshire Local Authorities to explore the reason and rationale for deviating from the Department for Transport guidance on hackney carriage and private hire decision making responsibilities.
- iii. Further information be provided on the process that would be undertaken for an officer panel and a hybrid panel.
- iv. An estimate of the cost and timescale on each of the four options be produced.
- v. Information on the resource implications, including the workload for members and officers be produced for each of the four options.

2.13 **Appendix 1** provides the benefits and risks of each option as well as the process.

2.14 **Appendix 2** provides more details about the process, timescales, frequencies, and estimated costs for each option.

2.15 **Appendix 3** provides details about the decision-making processes taken by the other West Yorkshire Authorities.

3. Implications for the Council

3.1 Working with People

One of the licensing service's key priorities is to ensure the standards across the private hire and hackney carriage trade in Kirklees are high to protect the travelling public. We want both Kirklees residents and visitors to our beautiful area to be transported safely, to know they are protected from harm and that they experience a high quality, clean, sustainable, and green environment, as well as a good customer experience.

3.2 Working with Partners

In developing its policies and delivering its service the licensing team works with several partners including (and not exclusively) Kirklees Safeguarding Children and Adults boards, West Yorkshire Police, Public Health, Environmental Health, Overview and Scrutiny Committee, the Community Safety Partnership and the other West Yorkshire Licensing Authorities (Inc. York).

3.3 Place Based Working

There is no specific impact in the context of this report. However, reviewing policies and procedures enables the service to examine the way in which it interacts and engages with licence holders, residents, and communities.

3.4 Climate Change and Air Quality

There is no impact in relation to climate change and air quality in this report.

3.5 Improving outcomes for children

The Council has a duty to protect the travelling public and specifically safeguard the vulnerable, which includes the safeguarding of children travelling in licensed vehicles and for the purposes of school transport.

3.6 Financial Implications

It should be noted that any additional administration of either member or officer panels will have some consequential costs for the authority, potentially, room bookings, additional officer time etc. However, these costs can be recouped in changes to the Licensing Fees, there may be unforeseen additional administrative costs – these are not considered to be significant. Any such additional costs will, however, be contained within existing budgets.

3.7 Legal Implications

No significant concerns from Legal.

3.8 Other (eg Risk, Integrated Impact Assessment or Human Resources)

IIA

There is no requirement for an IIA in this report.

Human Resources

A change to the decision making to a panel of officers or members will place an additional administrative and human resource burden on the authority and this will be recovered through a review of the licensing fees.

4. Consultation

4.1 A formal consultation on the recommendations within the statutory guidance issued by the Department for Transport was carried out between 14th September 2021 to 30th March 2022 and the responses were considered by members at the meeting of the Licensing and Safety Committee on Wednesday 6th July 2022.

5. Engagement

5.2 Officers have engaged with other West Yorkshire Licensing Authorities regarding the decision making for hackney carriage and private hire licensing.

6. Options

6.1 Options considered

6.1.1 Members are asked to consider the following four options and take a decision on how decision making in relation to private hire and hackney carriage licensing should be undertaken: -

1. A members panel – from April 2024
2. An officer panel – from April 2024
3. Remain with the Group Leader for licensing – to continue.
4. A hybrid member and officer panel – from April 2024

6.1.2 If members resolve to agree option 4, a hybrid member and officer panel, they are then asked to consider the level of member involvement in the panel: -

1. The chair of the licensing and safety committee
2. One trained member of the licensing and safety committee
3. Another level of member involvement in the panel

6.1.3 If members resolve to agree option 4, a hybrid member and officer panel, they are then asked to consider who would chair the meetings: -

1. The Group Leader for Licensing
2. The Chair of the Licensing and Safety Committee or another member who is in attendance.

6.2 Reasons for recommended option

6.2.1 If members are minded to deviate from the statutory guidance issued by the Department for transport, members will be required to provide full reasons for the decision.

7. Next steps and timelines

7.1 Members are asked to make a decision about the hackney carriage and private hire decision making responsibility.

7.2 Members are reminded, the standards recommend that decision making should be the responsibility of a panel of suitably trained Councillors.

7.3 Deviation from the standards is permitted so long as licensing authorities “have regard” to it when exercising their functions. These functions include developing, implementing, and reviewing taxi and private hire vehicle

licensing regimes. Therefore, if members deviate from the statutory guidance, you are required to provide reasons why are not adopting the guidance.

7.4 Following the decision by members if it is decided that decision making will be the responsibility of a panel of suitably trained Councillors then there will need to be a formal change made to the Council's constitution. It is proposed that this will come into effect on 1st October 2024 to allow for processes, procedures and resources be put in place and to ensure elected members who sit on the Licensing and Safety committee have completed sufficient training to be able to make decisions and be consistent in their decision making as there may be a requirement for decision makers to attend court to defend their decision.

7.5 If members make the decision that the responsibility of decision making were to fall to a panel of officers there will be no requirement for a full change to the constitution. It is proposed that this will come into effect on 1st April 2024 as new processes, procedures and resources will be required to facilitate the changes.

7.6 If members decide that the responsibility of decision making is to remain with the Group Leader for licensing a full review of the process has been carried out which aligns with the principles of natural justice and can be seen at Appendix 1. The two universal principles of natural justice are:

- Hear both sides; and
- No person shall be a judge in their own case.

7.7 If members resolve that the responsibility of decision making be a hybrid panel including members and officers, this will require a change to the Council's constitution. It is proposed that this will come into effect on 1st October 2024 to allow for processes, procedures and resources be put in place and to ensure all elected members who will be involved in decision making have completed sufficient training to be able to make decisions and be consistent in their decision making as there may be a requirement for the decision makers to attend court to defend their decision.

8. Contact officer

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9. Background Papers and History of Decisions

[Agenda for Licensing and Safety Committee on Thursday 17th December 2020, 10.00 am | Kirklees Council](#)

[Agenda for Licensing and Safety Committee on Tuesday 20th July 2021, 10.00 am | Kirklees Council](#)

[Agenda for Licensing and Safety Committee on Wednesday 6th July 2022, 10.00 am | Kirklees Council](#)

[Agenda for Licensing and Safety Committee on Wednesday 1st February 2023, 10.00 am | Kirklees Council](#)

10. Appendices

Appendix 1 – Decision Making Options

Appendix 2 – Resource Implications, Timescales, Frequency and Costs

Appendix 3 – Decision Making – Other West Yorkshire Licensing Authority's.

11. Service Director responsible

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Decision Making Options1. **Members Panel**

Benefits	Risks
Degree of Impartiality	Is likely to cause delays in decision making, this will negatively impact both the new applicants who will have to wait for a decision regarding their application and those existing licence holders who will have to wait for an outcome of an investigation.
Will address some of the concerns raised as part of the consultation on the DfT standards	Staffing resource implications, all panels will be required to have minutes taken by Governance officers and published, legal officer support, licensing officers and the requirement for a meeting room.
Will be compliant with the recommendation in the DfT standards	Increased costs which would be borne by the licence holder / applicant
	Lobbying of members by licence holder and applicants, many applicants will be residents in Kirklees.

	To return to a member panel will take us out of step with other West Yorkshire Licensing Authorities whose decision making is the responsibility of officers not members.
	The decision was previously taken to change from members decisions to streamline, simplify and ensure consistency in decision making was achieved. The current policy was adopted for this purpose. A change back to a member panel will also require a change to the Council's constitution.
	Training ALL members to a suitable standard to comply with the requirements of the DfT standards.
	Consistency in decision making – if members only sit on panel once a year or the members of the panels change all the time there will likely be an inconsistent approach in the decision making and level of knowledge and training.

Process

Step	Process	Comments
1.	<p><u>Issue comes to light either with new applicant or existing licence holder</u></p> <ul style="list-style-type: none"> Does the issue fall within policy Y / N – if yes then move to step 2 if no then: - If an existing licence holder, do they have a history that, along with the current issue calls into question their fitness and suitability to hold a licence Y / N – if yes then step 2, if no then: - Investigate issue in isolation and take appropriate actions, i.e. warning letter, verbal warning or no further action. 	<p>Issues come to light via multiple sources:</p> <ul style="list-style-type: none"> DBS Complaint Self-Declaration DVLA check Enforcement Activity Checks with other licensing authorities Other
2.	<p><u>Officer Investigates the Issue</u></p> <ul style="list-style-type: none"> Gathers evidence Speaks to third parties, i.e. complainant, police, other agencies Informs licence holder / applicant of the issue at hand Prepares to interview licence holder Invites licence holder / applicant for interview in writing Holds interview and informs licence holder of next steps Prepares report for Group Leader to sign off and agree recommendations Report follows Governance sign off procedure (TBC) 	<ul style="list-style-type: none"> Recorded interview – not PACE Option to have someone present - does not have to be legal Present information on issue and evidence collated Opportunity for licence holder to respond and offer their version of events Question licence holder further Summarise Outline next steps
3.	<p><u>Licence Holder invited to attend member panel</u></p> <ul style="list-style-type: none"> Letter sent to Licence holder / applicant detailing time/date/place and include order of proceedings 	<ul style="list-style-type: none"> Advised to obtain own legal advice, advised can be accompanied by legal representation or friend, advise if person who accompanies them is

		<p>a friend, then panel need to agree if they can speak on their behalf</p> <ul style="list-style-type: none"> • Need to send order of proceedings with invite. Order of proceedings need to be confirmed.
4.	<p><u>Member Panel Hearing</u></p> <ul style="list-style-type: none"> • Licence holder / applicant attends • Chair opens hearing • Officer outlines case • Licence holder / applicant given opportunity to address panel • Licence holder / applicant offers any explanations required • Questions can be asked by panel to officers or licence holder / applicant • Members debate in private with legal and governance officer present and make the decision • Licence holder / applicant verbally advised of decision and right of appeal with summary of reasons and decision • Decision letter sent within 5 working days formally detailing the decisions and reasons for the decision and commencing the 21-day appeal timescale. 	<ul style="list-style-type: none"> • Member panel can ask questions of both licensing officer and licence holder / applicant • Licence holder / applicant can provide any information to the officer panel to support their case

Benefits	Risks
Impartiality	Is likely to cause delays in decision making, this will negatively impact both the new applicants who will have to wait for a decision regarding their application and those existing licence holders who will have to wait for an outcome of an investigation.
Addresses some of the issues raised because of the consultation on the DfT statutory standards.	Staffing resource implications, there will be a requirement for staff to source meeting rooms and take minutes. This will also be resource intensive for those officers who sit on the panel and legal.
Would not require a change to the Council's constitution	Increased costs which would be borne by the licence holder / applicant
	Does not comply with DfT standards, members will be required to give due regard to the standards and have reasons why we have departed from them.

Process

Step	Process	Comments
1.	<u>Issue comes to light either with new applicant or existing licence holder</u> <ul style="list-style-type: none"> Does the issue fall within policy Y / N – if yes then move to step 2 if no then: - If an existing licence holder, do they have a history that, along with the current issue calls into question their fitness and suitability to hold a licence Y / N – if yes then step 2, if no then: - Investigate issue in isolation and take appropriate actions, i.e. warning letter, verbal warning or no further action. 	<p>Issues come to light via multiple sources:</p> <ul style="list-style-type: none"> DBS Complaint Self-Declaration DVLA check Enforcement Activity Checks with other licensing authorities Other
2.	<u>Officer Investigates the Issue</u> <ul style="list-style-type: none"> Gathers evidence Speaks to third parties, i.e. complainant, police, other agencies Informs licence holder / applicant of the issue at hand Prepares to interview licence holder Invites licence holder / applicant for interview in writing Holds interview and informs licence holder of next steps Prepares report for Officer panel 	<ul style="list-style-type: none"> Recorded interview – not PACE Option to have someone present - does not have to be legal Present information on issue and evidence collated Opportunity for licence holder to respond and offer their version of events Question licence holder further Summarise Outline next steps
3.	<u>Licence Holder invited to attend officer panel</u> <ul style="list-style-type: none"> Letter sent to licence holder / applicant detailing time/date/place and include order of proceedings 	<ul style="list-style-type: none"> Advised to obtain own legal advice, advised can be accompanied by legal representation or friend, advise if person who accompanies them is a friend, then panel need to agree if they can speak on their behalf

		<ul style="list-style-type: none"> • Need to send order of proceedings with invite. Order of proceedings need to be confirmed.
4.	<p><u>Officer Panel Hearing</u></p> <ul style="list-style-type: none"> • Licence holder / applicant attends • Chair opens hearing • Officer outlines case • Licence holder / applicant given opportunity to address panel • Licence holder / applicant offers any explanations required • Questions can be asked by panel to officers or applicant/licence holder • Panel debates in private • Licence holder / applicant verbally advised of decision and right of appeal with summary of reasons and decision • Decision letter sent within 5 working days formally detailing the decisions and reasons for the decision and commencing the 21-day appeal timescale. 	<ul style="list-style-type: none"> • Officer panel can ask questions of both licensing officer and licence holder / applicant • Licence holder / applicant can provide any information to the officer panel to support their case

3. Decisions stay at Group Leader Level

Benefits	Risks
Impartiality of the decision maker	There is a perception from the licensed trade that there isn't impartiality
Decisions made in a timely manner	Does not address the concerns raised following the consultation on the DfT standards
Reduction in cost to the trade	Does not comply with DfT standards, members will be required to give due regard to the standards and have reasons why we have departed from them.
Is in line with the other West Yorkshire Licensing Authorities	
Consistency in decision making	

Process

Step	Process	Comments
1.	<u>Issue comes to light either with new applicant or existing licence holder</u> <ul style="list-style-type: none"> Does the issue fall within policy Y / N – if yes then move to step 2 if no then: - If an existing licence holder, do they have a history that, along with the current issue calls into question their fitness and suitability to hold a licence Y / N – if yes then step 2, if no then: - Investigate issue in isolation and take appropriate actions, i.e. warning letter, verbal warning or no further action. 	<p>Issues come to light via multiple sources:</p> <ul style="list-style-type: none"> DBS Complaint Self-Declaration DVLA check Enforcement Activity Checks with other licensing authorities Other
2.	<u>Officer Investigates the Issue</u> <ul style="list-style-type: none"> Gathers evidence Speaks to third parties, i.e. complainant, police, other agencies Informs licence holder / applicant of the issue at hand Prepares to interview licence holder Invites licence holder / applicant for interview in writing Holds interview and informs licence holder of next steps Prepares report for group leader 	<ul style="list-style-type: none"> Recorded interview – not PACE Option to have someone present - does not have to be legal Present information on issue and evidence collated Opportunity for licence holder to respond and offer their version of events Question licence holder further Summarise Outline next steps
3.	<u>Licence Holder invited to attend a meeting with the group leader</u> <ul style="list-style-type: none"> Letter sent to applicant/licence holder detailing time/date/place 	<ul style="list-style-type: none"> Advised to obtain own legal advice, advised can be accompanied by legal representation or friend, advise if person who accompanies them is a friend, then panel need to agree if they can speak on their behalf

		<ul style="list-style-type: none"> • Advised they will be permitted 10 minutes to address the group leader
4.	<p><u>Meeting with Group Leader</u></p> <ul style="list-style-type: none"> • Licence holder / applicant attends • Licensing Officer outlines case • Licence holder / applicant given opportunity to address group leader for 10 minutes • Licence holder / applicant offers any explanations required • Questions can be asked by group leader to applicant/licence holder • Decision not given on the day • Decision letter sent within 5 working days formally detailing the decisions and reasons for the decision and commencing the 21-day appeal timescale. 	<ul style="list-style-type: none"> • Group leader can ask questions of both licensing officer and licence holder / applicant • Licence holder / applicant can provide any information to the group leader to support their case

4. Hybrid Panel – Including Officers and Members

Benefits	Risks
Impartiality	Is likely to cause delays in decision making, this will negatively impact both the new applicants who will have to wait for a decision regarding their application and those existing licence holders who will have to wait for an outcome of an investigation.
Addresses some of the issues raised because of the consultation on the DfT statutory standards	Staffing resource implications, all panels will be required to have minutes taken by Governance officers and published, legal officer support, licensing officers and the requirement for a meeting room.
Will be partially compliant with the recommendation in the DfT standards	Increased costs which would be borne by the licence holder / applicant
	It will take us out of step with other West Yorkshire Licensing Authorities whose decision making is the responsibility of officers not members.
	Member involvement would require a change to the Council's constitution.

Process

Step	Process	Comments
1.	<u>Issue comes to light either with new applicant or existing licence holder</u> <ul style="list-style-type: none"> Does the issue fall within policy Y / N – if yes then move to step 2 if no then: - If an existing licence holder, do they have a history that, along with the current issue calls into question their fitness and suitability to hold a licence Y / N – if yes then step 2, if no then: - Investigate issue in isolation and take appropriate actions, i.e. warning letter, verbal warning or no further action. 	<p>Issues come to light via multiple sources:</p> <ul style="list-style-type: none"> DBS Complaint Self-Declaration DVLA check Enforcement Activity Checks with other licensing authorities Other
2.	<u>Officer Investigates the Issue</u> <ul style="list-style-type: none"> Gathers evidence Speaks to third parties, i.e. complainant, police, other agencies Informs licence holder / applicant of the issue at hand Prepares to interview licence holder Invites licence holder / applicant for interview in writing Holds interview and informs licence holder of next steps Prepares report for group leader 	<ul style="list-style-type: none"> Recorded interview – not PACE Option to have someone present - does not have to be legal Present information on issue and evidence collated Opportunity for licence holder to respond and offer their version of events Question licence holder further Summarise Outline next steps
3.	<u>Licence Holder invited to attend a meeting with the hybrid panel</u> <ul style="list-style-type: none"> Letter sent to applicant/licence holder detailing time/date/place 	<ul style="list-style-type: none"> Advised to obtain own legal advice, advised can be accompanied by legal representation or friend, advise if person who accompanies them is a friend, then panel need to agree if they can speak on their behalf

		<ul style="list-style-type: none"> • Advised they will be permitted 10 minutes to address the panel
4.	<p><u>Hybrid Panel Hearing</u></p> <ul style="list-style-type: none"> • Licence holder / applicant attends • Chair (TBC) opens hearing • Officer outlines case • Licence holder / applicant given opportunity to address panel • Licence holder / applicant offers any explanations required • Questions can be asked by panel to officers or applicant/licence holder • Panel debates in private • Licence holder / applicant verbally advised of decision and right of appeal with summary of reasons and decision • Decision letter sent within 5 working days formally detailing the decisions and reasons for the decision and commencing the 21-day appeal timescale 	<ul style="list-style-type: none"> • Panel can ask questions of both licensing officer and licence holder / applicant • Licence holder / applicant can provide any information to the panel to support their case

Resource Implications, Timescales, Frequency and Costs

	Process	Timescales/Frequency	Estimated Costs per hearing/case
Member Panel (Regulatory Panel)	<ul style="list-style-type: none"> Requires a change to the Constitution prior to starting this option. Licensing notify Governance about the need for a panel. Governance officers book a room in the town hall and arrange the availability of members for the hearing. Officers prepare the report, and the report is circulated by Governance officers 7 days in advance of the hearing. Members sitting on the panel will be required to read all papers prior to the hearing. The hearing is held in private session. 5 members sit on the panel, including the chair. Legal officer attends to advise members on any legal matters during the hearing. Licence holder / applicant attends. Chair opens hearing. Officer outlines case. Licence holder / applicant given opportunity to address panel. Licence holder / applicant offers any explanations required. 	<ul style="list-style-type: none"> Member panels will be organised when required. Delays may occur due to unavailability of rooms in the town hall. Relies on the availability of members to sit on the panel. The frequency of hearings will be variable, there may be a requirement for 2 or 3 a week or 2 or 3 a month. This may result in a lengthy wait for an applicant / licence holder before they get to a panel meeting and receive a decision. 	<p>Estimated cost of Governance time per hearing (9.5 hrs) = £218.79</p> <p>Estimated cost of Legal Officer time per hearing (4 hrs) = £140</p> <p>Estimated cost for time for senior manager report sign off (2 hrs) = £70</p> <p>Estimated cost of Licensing officer time per hearing (6.5 hrs) = £149.18</p> <p>Total Estimated Cost per hearing: £578</p> <p>Average number of decisions 4 per month = £2312</p> <p>Nb. There is no current internal recharge for room hire in the town hall,</p>

	<ul style="list-style-type: none"> • Questions can be asked by panel to officers or licence holder / applicant. • Members debate in private with legal and governance officer present and make the decision. • Licence holder / applicant verbally advised of decision and right of appeal with summary of reasons and decision. • Decision letter drafted and sent within 5 working days formally detailing the decisions and reasons for the decision and commencing the 21-day appeal timescale if refused / revoked. • If appealed the decision maker(s) (members) may be required to attend court. 		<p>however, this is under review.</p> <p>This costing does not include costs for member involvement and time. There will also be additional costs for regular member training which will be paid for by the trade when calculating fees.</p>
Officer Panel	<ul style="list-style-type: none"> • May require an amendment to the scheme of delegation to add officers. • Panel Meetings scheduled weekly/two weekly for 3 hours per meeting. 1 hour per applicant/driver. • Report completed by investigating officer. • Driver/applicant written to inviting them to attend panel meeting. • Report circulated to officer's sitting on the panel a week prior to the meeting. • Officers will be required to read papers prior to the meeting. • 3 officers sit on panel, Group Leader Licensing to chair, LADO/safeguarding officer, and another manager at Group Leader Level or above. In the absence of the Group Leader the Operations 	<ul style="list-style-type: none"> • Meetings will be scheduled, and rooms booked in advance for every week/every 2 weeks. • This will take up a lot of time for three senior council officers, if officers outside of licensing are part of the panel the licensing service will be required to pay for the time of the officers. • There may be some delays in decisions for applicants / licence 	<p>Estimated cost of officer time per panel (based on same grade as Group leader for licensing, may be higher if more senior officers sit on the panel) (14 hrs) = £464.52</p> <p>Estimated cost of licensing officer time per panel (7 hrs) = £160.65</p> <p>Total Estimated Cost: £625.17</p> <p>Average number of decisions 4 per month = £2,500.68</p>

	<p>Manager or Head of Service will chair the panel.</p> <ul style="list-style-type: none"> • Licence holder / applicant attends. • Chair opens hearing. • Officer outlines case. • Licence holder / applicant given opportunity to address panel. • Licence holder / applicant offers any explanations required. • Questions can be asked by panel to officers or licence holder / applicant. • Panel debate in private and make the decision. • Licence holder / applicant verbally advised of decision and right of appeal with summary of reasons and decision. • Decision letter drafted and sent within 5 working days formally detailing the decisions and reasons for the decision and commencing the 21-day appeal timescale if refused / revoked. • If appealed the decision makers may be required to attend Court. 	holders if demand increases for decisions.	<p>An officer panel will require a formal meeting setting and will require the booking of a meeting room. Some meeting rooms do incur an internal recharge so will likely result in additional cost.</p>
Group Leader	<ul style="list-style-type: none"> • No amendment to the constitution or scheme of delegation required. • Licensing Officer completed investigation and report and passes to Group Leader for licensing for consideration. • If it is likely the licence will be refused or revoked. This will not be necessary if the decision is not to refuse/revoke following consideration of the report. Group Leader asks officer to ask driver if they wish to have a meeting or 	<ul style="list-style-type: none"> • Meetings can be scheduled as and when required. • There is no delay for applicants / licence holder in receiving decisions. • It is time consuming for the decision maker. 	<p>Estimated cost of licensing officer time per case (5 hrs) = £114.75</p> <p>Estimated cost of Group Leader time per case (5 hrs) = £165.90</p> <p>Total Estimated Cost: £280.65</p>

	<p>provide any additional information prior to the decision being taken.</p> <ul style="list-style-type: none"> • If meeting is requested, licensing officer books an hour slot and a meeting room and invites licence holder to attend. • During the meeting the Group Leader can ask the applicant / licence holder questions and asks if the applicant / licence holder has any further information they want to be considered. • The applicant / licence holder leaves and the matter is considered by the Group Leader and a decision letter is drafted and sent to the applicant / licence holder. If refused / revoked the letter commences the 21-day appeal timescale. • Group Leader attends court if matter is appealed. 		<p>Average number of decisions 4 per month = £1,122.60</p> <p>This can be done in a more informal setting booking a small meeting room that will not incur additional costs.</p>
Hybrid Member/Officer Panel	<ul style="list-style-type: none"> • A hybrid panel is a new possible approach to decision making. As there would be member involvement there will be a requirement for a change to the constitution and scheme of delegation. • As members will be involved in this, either one or more, will mean Governance and Legal will also be involved in the process. • Report completed by investigating officer. • Licensing notify Governance about the need for a panel. 	<ul style="list-style-type: none"> • Hybrid panel meetings will be scheduled as and when required. • Delays may occur due to unavailability of town hall rooms. • Relies on the availability of members to sit on the panel. • The frequency of hearings will be variable, there may be a requirement for 2 or 3 a week or 2 or 3 a month. 	<p>Estimated cost of Governance time per hearing (9.5 hrs) = £218.79</p> <p>Estimated cost of Legal Officer time per hearing (4 hrs) = £140</p> <p>Estimated cost for time for senior manager report sign off (2 hrs) = £70</p> <p>Estimated cost of panel officer time for panel per hearing for 1 officer (4 hrs) = £132.72</p>

	<ul style="list-style-type: none"> • Governance officers book a room in the town hall and arrange the availability of the member(s) for the hearing. • Officers prepare the report, and the report is circulated by Governance officers 7 days in advance of the hearing. • Both members and officers sitting on the panel will be required to read the papers prior to the meeting. • The hearing is held in private session. • The panel will be made up of both members and an officer. It is suggested that the panel consist of 3 people, one officer and two members. The officer who will be involved will be the Group Leader for Licensing, in their absence it will be the Operational Manager or Head of Service. The chair of the panel is to be decided by members if this is the option they choose. • Legal officer attends to advise members on any legal matters during the hearing. • Licence holder / applicant attends. • Chair opens hearing. • Officer outlines case. • Licence holder / applicant given opportunity to address panel. • Licence holder / applicant offers any explanations required. • Questions can be asked by panel to officers or licence holder / applicant. 	<ul style="list-style-type: none"> • This may result in a lengthy wait for an applicant / licence holder before they get to the panel meeting and receive a decision. 	<p>Estimates cost of licensing officer time per hearing (6.5 hrs) = £149.18</p> <p>Total Estimated Cost: £710.69</p> <p>Average number of decisions 4 per month = £2,842.76</p> <p>Nb. There is no current internal recharge for room hire in the town hall, however, this is under review.</p> <p>This costing does not include costs for member involvement and time.</p> <p>There will also be additional costs for regular member training which will be paid for by the trade when calculating fees.</p>
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	<ul style="list-style-type: none"> • Panel debate in private with legal and governance officer present and make the decision. • Licence holder / applicant verbally advised of decision and right of appeal with summary of reasons and decision. • Decision letter drafted and sent within 5 working days formally detailing the decisions and reasons for the decision and commencing the 21-day appeal timescale if refused / revoked. If appealed the decision maker(s) (officer and members) may be required to attend court. 		
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Decision Making - Other West Yorkshire Licensing Authorities

<u>Local Authority</u>	<u>Decision Making Process</u>
Bradford	<p>Decisions are currently with officers in Bradford – their recommendation following DfT guidance for decisions to remain with officers has not yet gone to committee. Their justification for it to remain is based on knowledge of corresponding legislation/policy and experience and that the knowledge and experience cannot be maintained with members as panel members can change.</p> <p>Decisions currently:</p> <p>Licensing Manager and Enforcement Manager hold delegated powers to revoke/refuse/suspend/grant + add conditions (including departing from policy)</p> <p>Enforcement Officers can Suspend/Grant + add conditions.</p> <p>Licensing Officers can Grant.</p>
Calderdale	<p>Decision Making was considered in a report to the Licensing and Regulatory Committee on 17th October 2022 following the DfT guidance recommendations was to continue with delegation to officers for decision making and consider the matter at a future meeting following consultation and consideration of the approach and experiences of other local Authorities.</p>
Leeds	<p>Decision Making sits with Officers at varying levels up to the Licensing Manager regarding vehicles and drivers.</p> <p>For Minor Motoring Convictions Leeds are currently setting up a member panel to agree or disagree officer recommendations.</p>

Wakefield	No response was received from Wakefield regarding the matter.
York	<p>The below is what York are currently considering for their decision making.</p> <p>Decision Making</p> <p>5.1 The Licensing and Regulatory Committee has been established by the Council, this Committee makes recommendation to Full Council with regards to Policy matters relating to hackney carriage and private hire licensing. A Sub-Committee (three Members) of this Committee will be established if required, and if it is in the public interest to do so, to determine to:</p> <ul style="list-style-type: none"> • Grant or renew an application for a hackney carriage or private hire vehicle licence • Grant or renew an application for a hackney carriage or private hire drivers licence • Grant or renew an application for a private hire operator's licence • Refuse an application for the grant or renew of a hackney carriage or private hire vehicle licence • Refuse an application for the grant or renew of a hackney carriage or private hire drivers licence • Refuse an application for the grant or renew of a private hire operator's licence • Suspend or revoke a hackney carriage or private hire vehicle licence • Suspend or revoke a hackney carriage or private hire driver's licence • Suspend or revoke a private hire operator's licence <p>5.2 Officers within the Licensing Section have delegated powers to determine:</p> <ul style="list-style-type: none"> • Grant or renew an application for a hackney carriage or private hire vehicle licence • Grant or renew an application for a hackney carriage or private hire drivers licence • Grant or renew an application for a private hire operator's licence • Refuse an application for the grant or renew of a hackney carriage or private hire vehicle licence • Refuse an application for the grant or renew of a hackney carriage or private hire drivers licence • Refuse an application for the grant or renew of a private hire operator's licence • Suspend or revoke a hackney carriage or private hire vehicle licence • Suspend or revoke a hackney carriage or private hire driver's licence • Suspend or revoke a private hire operator's licence <p>Mechanics within Fleet Services also have delegated authority to suspend a vehicle licence if the vehicle fails an inspection or no longer complies with the vehicle licence conditions.</p> <p>5.3 Decision to refuse to grant, refuse to renew, suspend or revoke a vehicle licence will be taken if the vehicle is not considered to be fit, for example:</p>

- | | |
|--|--|
| | <ul style="list-style-type: none">• vehicle fails an inspection• vehicle fails to attend an inspection• vehicle no longer complies with the vehicle licence conditions• required documentation relating to the vehicle is not submitted when requested, for example insurance or MOT certificate• the vehicle has been involved in an accident and is no longer consider road worthy |
|--|--|

5.4 Decision to refuse to grant, refused to renew, suspend or revoke a driver's licence will be taken if the applicant or licensed driver is not considered to be a fit and proper person to hold a licence.

5.5 Decision to refuse to grant, refused to renew, suspend or revoke an operator's licence will be taken if the applicant or licensed operator is not considered to be a fit and proper person to hold a licence.

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REPORT TITLE: Officer Delegation for minor policy and process changes – Hackney Carriage and Private Hire Licensing
Licensing and Safety Committee – Wednesday 14th January 2024

Cabinet date	N/A
Cabinet Member	Councillor Mussarat Pervaiz
Key Decision Eligible for Call In	No No
Purpose of Report The purpose of the report is to ask members to delegate policy and process changes to the head of public protection in conjunction with the Chair of the Licensing and Safety Committee where the changes are minor and will not negatively affect the licensed trade.	
Recommendations <ul style="list-style-type: none"> Members note the report Members resolve to agree to delegate minor changes to hackney carriage and private hire policies and procedures to the Head of Service in conjunction with the Chair of the Licensing and Safety Committee. Reasons for Recommendations <ul style="list-style-type: none"> To enable the service to enact minor changes to the policy and procedures where there are no negative impacts to the licensed trade in order to simplify the process and to avoid unnecessary costs to the service involved in consultations and bringing reports to the Licensing and Safety Committee for decisions. 	
Resource Implications: If members are minded to agree to the proposal this will have a positive impact on resources, both financial and human resources.	
Date signed off by <u>Strategic Director</u> & name Is it also signed off by the Service Director for Finance? Is it also signed off by the Service Director for Legal Governance and Commissioning?	Rachel Spencer-Henshall – 26.01.2024 Isabel Brittain – 31.01.2024 Julie Muscroft – 26.01.2024

Electoral wards affected: All

Ward councillors consulted: No

Public or private: Public

Has GDPR been considered? Yes, there is no personal information contained in this report.

1. Executive Summary

1.1 Currently delegation for all policy changes sits with the licensing and safety committee.

2. Information required to take a decision

2.1 Currently for all policy and procedure changes that are written into the hackney carriage and private hire licensing policy. Changes require member approval in accordance delegations in the constitution.

2.2 It is accepted that major amendments to policy should be consulted on and taken to licensing committee for decision. However, there are occasions where minor amendments, that would not adversely affect the hackney carriage and private hire trade, specific to processes and minor policy changes are required.

2.3 Where a change is minor the process to consult and bring a report to members is time consuming and costly for the Council.

2.4 It is requested that minor changes to policies and procedures be delegated to the Head of Service in conjunction with the Chair of the Licensing and Safety Committee. Where the chair of the licensing and safety committee deems the proposed change to be major rather than minor it will follow the existing process and be brought to members for consideration and where required full consultation.

3. Implications for the Council

3.1 Working with People

One of the Licensing Services key priorities is to ensure that we maintain our high standards across the private hire and hackney carriage trades in order to protect the travelling public and ensure residents of Kirklees and the whole of West Yorkshire are transported safely and protected from harm and that they experience a high quality, clean, sustainable and green environment, as well as improve the customer experience.

3.2 Working with Partners

In developing its policies, the licensing service works with a number of partners, including but not limited to Kirklees safeguarding children's board, West Yorkshire Police, Public Health, Environmental Health, Community Safety Partnership, other West Yorkshire licensing authorities, and so on.

3.3 Place Based Working

There is no specific impact on place-based working in the context of this report.

3.4 Climate Change and Air Quality

There is no impact on climate change and air quality in relation to this report.

3.5 Improving outcomes for children

The Council wants to ensure children have the best start in life and to ensure that the people of Kirklees feel safe and are protected from harm. The Council has a duty to protect the travelling public and safeguard children travelling in licensed vehicles, in particular when travelling alone for the purpose of home to school transport.

3.6 Financial Implications

If members resolve to agree to the proposal, it will be a positive financial decision as completing consultations, reports and holding committees bears a cost to the council.

3.7 Legal Implications

Legal

Any changes to decision making will require amendment within the council's constitution / scheme of delegation.

3.8 Other (eg Risk, Integrated Impact Assessment or Human Resources)

IIA

There is no requirement for an IIA in relation to this report.

Human Resources

If members resolve to agree to the proposed changes this will have a positive effect on human resources within the council, it will save officer time both within the service and within Governance.

4. Consultation

No consultation has been carried out.

5. Engagement

No engagement has been carried out.

6. Options

6.1 Options considered

It is recommended that members: -

- a) Note the report.
- b) Resolve to agree to delegate minor changes to hackney carriage and private hire policies and procedures to the Head of Service in conjunction with the Chair of the Licensing and Safety Committee where there are no negative implications to the licensed trade.

6.2 Reasons for recommended option

- To simplify the process of making minor amendments to the policy and procedure

- To avoid unnecessary costs associated with consultations and committee meetings.

7. Next steps and timelines

7.1 Members are asked to consider the proposal and agree to resolve that minor policy and procedure changes within the hackney carriage and private hire licensing service be delegated to the Head of Service in conjunction with the Chair of the licensing and safety committee.

8. Contact officer

Fiona Goldsmith
Group Leader – Licensing
Tel: 01484 221000 (ext 79921)
Email: Fiona.goldsmith@kirklees.gov.uk

9. Background Papers and History of Decisions

Not Applicable

10. Appendices

Not applicable

11. Service Director responsible

Katherine Armitage
Service Director – Environmental Strategy and Climate Change
Tel: 01484 221000
Email: Katherine.armitage@kirklees.gov.uk



REPORT TITLE: Hackney Carriage and Private Hire Vehicle Specification Policy Review

Licensing and Safety Committee – Wednesday 14th February 2024

Cabinet date	N/A
Cabinet Member	Councillor Mussarat Pervaiz
Key Decision Eligible for Call In	No No
Purpose of Report The purpose of the report is to inform members of the results of the consultation for the proposed changes to the Council's current Hackney Carriage and Private Hire Vehicle Specification Policy	
Recommendations <ul style="list-style-type: none"> Members make a decision in relation to the draft policy following full consideration of all responses to the consultation. Reasons for Recommendations <ul style="list-style-type: none"> A decision is required regarding the proposed policy amendments following full consultation. 	
Resource Implications: There are no resource implications relating to this report.	
Date signed off by <u>Strategic Director</u> & name	Rachel Spencer-Henshall – 26.01.2024
Is it also signed off by the Service Director for Finance?	Isabel Brittain – 31.01.2024
Is it also signed off by the Service Director for Legal Governance and Commissioning?	Julie Muscroft – 26.01.2024

Electoral wards affected: All

Ward councillors consulted: None

Public or private: Public

Has GDPR been considered? Yes, there is no personal information contained in this report.

1. Executive Summary

- 1.1 this report details the outcome of the consultation process in respect of the review of the current hackney carriage and private hire vehicle specification policy.

1.2 Members are asked to make a decision regarding the proposed changes to the policy following a review of the results of the consultation.

2. Information required to take a decision

2.1 The current vehicle specification policy, shown at **Appendix 1**, has not been reviewed/amended since July 2008.

2.2 Following discussions with the Hackney Carriage and Private Hire associations and engagement meeting with the hackney carriage and private hire licensed trade, several matters were raised regarding the existing vehicle specification policy. Some of the issues raised were:

- Vehicle age limits
- Window tints
- Door signs
- Vehicle testing
- Cost

2.3 Following the engagement with the trade a review of the policy was undertaken, including consideration of the matters raised by the hackney carriage and private hire trade.

2.4 All the issues raised were considered, other than the cost of a licence as this calculated in accordance with the administration of applications and ongoing compliance costs. Licence costs will be addressed separately during a review of all the hackney carriage and private hire fees. In addition, vehicle testing is being reviewed separately.

2.5 A copy of the draft policy can be found at **Appendix 2 (deletions are in red with a strike through and proposed amendments can be seen in blue)**.

2.4 At the meeting of the Licensing and Safety Committee on 19th July 2023, members resolved: -

- 1) That the hackney carriage and private hire vehicle specification policy review report and associated appendices be noted.
- 2) That the authority be given for officers to commence a 12-week consultation regarding the proposed changes to the existing vehicle specification.
- 3) That the report outlining the results of the consultation be considered at a future meeting of the Licensing and Safety Committee.
- 4) That the proposed consultation questions, as appended to the considered report, be agreed with an additional question proposing no age limit for vehicles.

2.5 The Consultation ran for a period of 12 weeks and the consultation closed on Wednesday 22nd November 2023.

2.6 The survey resulted in an overall total of 374 respondents. The breakdown of respondents are as follows:

- 182 Members of the public
- 163 Licensed Drivers
- 9 Licensed Operators
- 7 Licensed Vehicle Proprietors
- 6 Local Ward Councillors
- 4 Other, these were:
 - Taxi rental company
 - Leeds taxi driver
 - A user of taxis in the area
 - National private hire and taxi association

2.7 A breakdown of the questions asked in the survey and responses can be seen at **Appendix 3**. In addition, 2 emails have been received in response to the survey and have also been added to appendix 3.

3. Implications for the Council

3.1 Working with People

One of the licensing service's key priorities is to ensure the standards across the private hire and hackney carriage trade in Kirklees are high to protect the travelling public, this includes the standards of the vehicles used to transport passengers to and from their destinations.

We, as an Authority, want the residents of Kirklees and any visitors to the area to be transported safely, feel protected from harm, and experience a high quality, clean, sustainable, and green environment, as well as a good customer experience.

3.2 Working with Partners

In developing its policies and delivering its services the licensing team works with several partners including (and the list is not exhaustive), Kirklees Safeguarding Children and Adults boards, West Yorkshire Police, Public Health, Environmental Health, Overview and Scrutiny Committee, the Community Safety Partnership, and the other West Yorkshire Licensing Authorities (Inc. York).

3.3 Place Based Working

There is no specific impact in the context of this report. However, reviewing policies and procedures enables the service to examine the way in which it interacts and engages with the licence holders, residents, and communities.

3.4 Climate Change and Air Quality

Climate change is one of the biggest issues we face, increased carbon emissions caused by human activity, such as driving vehicles, are causing the rise in global temperatures. Kirklees Council's vision is to make Kirklees completely carbon neutral by 2048. The draft policy considers this, and it proposes the cleaner the engine the longer the licence.

The Climate Change and Air Quality team were involved in pre-consultation discussions in respect of the draft vehicle specification.

3.5 Improving outcomes for children

The Council has a duty to protect the travelling public and safeguard the vulnerable including the transportation of children travelling in licensed vehicles.

3.6 Financial Implications

There are no financial implications for the authority other than the cost of completing the consultation and these costs are met by the service.

3.7 Legal Implications

There are no concerns from Legal regarding this report.

3.8 Other (eg Risk, Integrated Impact Assessment or Human Resources)

IIA

There is no requirement for an IIA in this report.

Human Resources

There are no human resource implications contained in this report other than the officer time undertaking the consultation.

4. Consultation

4.1 The consultation has been undertaken; the consultees were:

- All licence holders
- Public Health
- LADO
- Safer Kirklees Council Kirklees CCG
- All Ward Councillors
- MP's
- Susie Lamplugh Trust
- National PH and Taxi Association
- All neighbouring authorities
- Trade Unions
- West Yorkshire Police
- Members of the public via Council comms

5. Engagement

5.1 Prior to the commencement of the consultation and amendments to the existing policy the licensing service offered 4 drop-in sessions for the hackney carriage and private hire trade to attend to discuss both the previous consultation for the Suitability Policy and for the trade to discuss any suggestions they may have had regarding the vehicle policy. These sessions were held:

- Tuesday 6th December – Cleckheaton Town Hall
- Wednesday 14th December – Dewsbury Town Hall
- Tuesday 20th December – Hudawi Centre Huddersfield
- Thursday 2nd February – Batley Town Hall

5.2 Discussions were held with trade representatives from both the hackney carriage and private hire associations.

5.3 In addition, the licensing service also held meetings to discuss the proposed changes with the Council's Transport Service, who carry out the vehicle compliance tests and also the Council's Climate Change and Air Quality Team.

6. Options

6.1 Options considered

Options: -

- i. Resolve to adopt the proposed policy, shown at **Appendix 2**.
- ii. Resolve to adopt the proposed policy with amendments, please confirm which sections members wish to amend and reasons for this decision.
- iii. Resolve to maintain the whole policy as existing, as shown at **Appendix 1**.

If members resolve to adopt the proposed policy or to adopt the proposed policy with amendments a decision is required about existing vehicles that may not meet the requirements of the new policy, therefore, members can:

- a) Resolve to allow for all existing vehicles to continue to be licenced until their licence reaches the upper age limit of the new policy or until the licence is cancelled/surrendered; or
- b) Resolve that all existing vehicles be required to comply with the requirements of the new policy.

6.2 Reasons for recommended option

Recommendation and reasons for each survey question: -

Question 1

Do you agree that hackney carriage vehicles should be white and private hire vehicles can be any colour other than white?

	Percentage	Number
Agree	65%	240
Disagree	30%	111
Don't know	5%	20

Officer Recommendation and Reason: -

It is recommended that members agree to amend the existing policy to the proposed change that no private hire vehicle can be white in colour. The reason for this recommendation is to ensure the public can clearly distinguish between hackney carriage and private hire vehicles.

The recently published Department for Transport Best Practice Guidance states:

“Licensing authorities which require taxis to be a particular colour should prevent private hire vehicles from being that same colour, unless they are easily identifiable, i.e. they are purpose-built vehicles as is the case in many of our cities.”

Question 2

Do you agree wheelchair accessible vehicles should be licensed if they are Euro 5 diesel?

	Percentage	Number
Agree	75%	277
Disagree	13%	47
Don't know	12%	45

Officer Recommendation and Reason: -

It is recommended that members agree to resolve to amend the existing policy to the proposal to allow for Wheelchair accessible vehicles to be first licenced if they are Euro 5 diesel, the reason for this is the cost of wheelchair accessible vehicles is much higher than standard vehicles, we have limited provision of wheelchair accessible vehicles in Kirklees and this may encourage more license holders to purchase wheelchair accessible vehicles. It is accepted that the authority is working towards its climate responsibilities, however, we also need to strike a balance and offer some relaxation to fulfil the duties under the Equalities Act. The recently published Department for Transport Best Practice Guidance states:

"The physical accessibility of vehicles used to provide taxi and private hire vehicle services is a significant factor in the inclusivity of the overall service provided. Wheelchair accessible vehicles re essential for wheelchair users who are unable to transfer from their wheelchair to the vehicle, or who prefer to travel in their wheelchair."

Question 3

Do you agree that door signs for displaying operator details should be magnetic?

	Percentage	Number
Agree	65%	239
Disagree	23%	86
Don't know	12%	43

Officer Recommendation and Reason: -

It is recommended that members agree to the proposed change in relation to door signs as proposed in the draft policy and agree that private hire vehicles display magnetic door signs.

Most private hire vehicle proprietors work for more than one operator, currently, they are required to display permanent door signs that display their main operator and any additional operators they work for. This not only makes the vehicle look cluttered but is confusing for passengers. The best practice guidance confirms that private hire vehicle drivers and proprietors are free to work with more than one operator and licensing authorities should not have conditions or requirements that effectively tie a vehicle or driver to an operator.

Question 4

Do you agree that all existing licensed Euro 5 standard vehicles, except for wheelchair accessible vehicles should cease to be licensed at 10 years old?

	Percentage	Number
Agree	47%	172
Disagree	44%	164
Don't know	9%	33

Officer Recommendation and Reasons: -

The current policy restricts all licensed vehicles to be no older than 10 years, the reason for the proposed restriction for Euro 5 Diesel vehicles to continue to be licenced to 10 years is for the licensing authority is in line with the Councils vision is to make Kirklees completely carbon neutral by 2048. The Department for Transports Best Practice Guidance states:

“The setting of an arbitrary age limit may be inappropriate, counterproductive and result in higher costs to the trade and ultimately passengers. For example, a maximum age for first licensing may have adverse unintended consequences. A 5-year-old used electric vehicle will produce less emissions than a new euro 6 diesel or petrol car – enabling the trade to make use of previously owned vehicles will assist it to transition more rapidly to zero emission vehicles and improve air quality.

Licensing authorities should not impose age limits for the licensing of vehicles instead they should consider more targeted requirements to meet their policy objectives on emissions, safety rating and increasing wheelchair accessible provision where this is low.”

Question 5

Do you agree that all wheelchair accessible vehicles should cease to be licensed at 16 years old?

	Percentage	Number
Agree	63%	230
Disagree	27%	98
Don't know	11%	40

Officer Recommendation and Reasons: -

As wheelchair accessible provision within Kirklees is low and the cost of wheelchair accessible vehicles is high it is recommended that members agree to the increase in the upper age limit of wheelchair accessible vehicles.

The Best Practice Guidance states:

“Licensing authorities should not impose age limits for the licensing of vehicles instead they should consider more targeted requirements to meet their policy objectives on emissions, safety rating and increasing wheelchair accessible provision where this is low.”

Question 6

Do you agree that all Ultra-low emission vehicles should cease to be licensed at 16 years old from date of first registration?

	Percentage	Number
Agree	63%	234
Disagree	29%	106
Don't know	8%	31

Officer Recommendation and Reasons: -

It is recommended that members agree to the proposed increase in the age of ultra-low emission vehicles in line with the Council's corporate aim to make Kirklees carbon neutral by 2048.

Question 7

Do you agree that vehicles licensed to 16 should be subject to 2 compliance tests per year between years 13 to 16?

	Percentage	Number
Agree	51%	189
Disagree	43%	159
Don't know	6%	21

Officer Recommendation and Reasons: -

It is recommended that members agree to the proposed requirement for vehicles being licensed to 16 being subject to 2 compliance tests per year between years 13 to 16, due to the 'wear and tear' vehicles face as they get older. Licensed vehicles mileage is, as expected, higher than the average personal vehicle. The Best Practice Guidance states:

"An annual test for licensed vehicles of whatever age (including vehicles that are less than 3 years old) seems appropriate in most cases, unless local conditions suggest that more frequent tests are necessary. More frequent tests may be appropriate for older vehicles which may be prone to mechanical defects."

Question 8

Do you agree that electric vehicles should cease to be licensed at 20 years old?

	Percentage	Number
Agree	62%	231
Disagree	25%	94
Don't know	12%	45

Officer Recommendation and Reasons: -

It is recommended that members agree to the proposed amendment to the existing policy to allow for fully electric vehicles to continue to be licensed until they reach 20 years of age. Electric vehicles are still more costly than a petrol/diesel engine vehicle, the average life expectancy for batteries within electric vehicles is 20 years,

therefore, to allow the vehicles to continue to be licensed until they are 20 years old is an incentive for vehicle proprietors to pay the more costly price of purchasing the vehicle.

Question 9

Do you agree that electric vehicles should be subject to two compliance tests a year between year 13 and 20?

	Percentage	Number
Agree	46%	170
Disagree	45%	166
Don't know	9%	32

Officer Recommendation and Reasons: -

It is recommended that members agree to the proposed requirement for electric vehicles being licensed to 20 being subject to 2 compliance tests per year between years 13 to 20, due to the 'wear and tear' vehicles face as they get older. Licensed vehicles mileage is, as expected, higher than the average personal vehicle.

Question 10

Do you agree that there should be no upper age limit for any licensed vehicles?

	Percentage	Number
Agree	51%	188
Disagree	43%	159
Don't know	6%	22

Officer Recommendation and Reasons: -

It is recommended that members do not remove the upper age limit on all vehicles. Members are asked to consider the previous questions regarding imposing age limits and the reasons for these limits being proposed.

Question 11

Do you agree that CCTV should be the choice and responsibility of the vehicle owner?

	Percentage	Number
Agree	67%	250
Disagree	30%	110
Don't know	3%	11

Officer Recommendation and Reasons: -

It is recommended that members agree to the proposed change to the policy to include that CCTV not be mandated but that should vehicle proprietors choose to have CCTV in their vehicle, until the work has been completed to establish whether there is the need for a CCTV policy in Kirklees.

The Department for Transport Statutory Standards state:

“All licensing authorities should consult to identify if there are local circumstances which indicate that the installation of CCTV in vehicles would have either a positive or adverse effect on the safety of taxi and private hire vehicle users, including children or vulnerable adults, and taking into account potential privacy issues”.

Consultation was previously carried out following a review of the Council’s Hackney Carriage and Private Hire Licensing Policy and members resolved to instruct officers to undertake further work to establish the need for a CCTV policy within Kirklees and submit a report for consideration at a future meeting of the Licensing and Safety Committee. This is an ongoing piece of work that will be presented at a later date.

Question 12

Do you agree that windows (other than front windscreen and front passenger windows) should be manufacturers standard tints?

	Percentage	Number
Agree	77%	286
Disagree	18%	65
Don't know	5%	20

Officer Recommendation and Reasons: -

The current policy for window tints in Kirklees for all windows other than the windscreen and front passenger windows is 21% light transmission. When reviewing the policy, the draft best practice guidance suggested that it would be recommending that local authorities allowing manufacturers standard tints, however, the final published guidance, states:

“There is significant cost and inconvenience associated with requiring drivers to replace the standard manufacturer or factory specifications for window glass. Some passengers may feel more comfortable in vehicles that do not have very heavily tinted rear windows but there is a lack of evidence to suggest that these are detrimental to public safety. Balancing these factors, the department considers that licensing authorities should not require the removal of windows rear of the B-pillar if they have a minimum light transmission of 30% or above. This should maintain passenger confidence whilst ensuring a wide range of vehicles may be licensed.

It is recommended that members consider whether to agree to allow standard manufacturer or factory specifications for window glass and go against the guidance issued by the Department for Transport, or whether to maintain the existing policy of 21% light transmission which also goes against the guidance. Alternatively, members may decide to follow the guidance issued by the Department for Transport and increase the light transmission to 30%.

Question 13

Do you agree that blackout/privacy glass and self-applied material/film should not be permitted on licensed vehicles?

	Percentage	Number
Agree	66%	243

Disagree	27%	99
Don't know	7%	27

Officer Recommendation and Reasons: -

It is recommended that members agree to the proposed amendment to the policy that states blackout/privacy glass and self-applied material/film should not be permitted. The current policy states no tinted film is accepted, and the addition of blackout/privacy glass further strengthens the policy. To purchase a vehicle with heavily manufacturers tints is not the choice of the vehicle proprietor, to have black out/privacy glass installed or to add self-applied material/film is the choice of the vehicle proprietor and would not be necessary addition for a licensed vehicle.

Question 14

Do you agree that MPV's (multi-purpose vehicles) and SUV's (Sports Utility Vehicles or 4x4s) should not be licensed?

	Percentage	Number
Agree	57%	211
Disagree	30%	111
Don't know	13%	50

Officer Recommendation and Reasons: -

It is recommended that SUVs continue to remain barred from being licensed, the reason for this is accessibility for passengers is not easy, SUV's are high and can be challenging for people to enter and leave the vehicle.

In relation to MPV's currently the authority does licence MPV's, an example of an MPV is a vehicle that has the standard 4 passenger seats and two additional seats in the rear, boot space. It is recommended that it is this type of MPV specifically that is not acceptable to be licensed as a private hire or hackney carriage licensed vehicle. The reason for this is that the space for passengers is tight as the two additional rear seats are not suitable for fully grown large adults, it is not possible to condition these vehicles to state that only children can use these seats as the licence specifies the number of passengers only, in addition access to these seats is not easy. In addition, if those seats in the boot space are being used, there is no space within the vehicle for bags/luggage or anything else the passenger may wish to transport with them. It is recommended that MPV's that allow for more than passengers that are not those vehicles with the addition of 2 seats in the boot space of the vehicle be considered to be licenced as long as they meet the criteria set out below from the best practice guidance. These vehicles if modified would require an IVA or certificate of conformity prior to being licensed.

The best practice guidance states:

"The design of non-wheelchair accessible vehicles licensed for use as taxis or private hire vehicles can also have a bearing on their accessibility. This guidance advises authorities to adopt the principle of setting down general criteria for vehicles and allowing drivers and operators to demonstrate how their vehicles fulfil them. When setting minimum criteria for newly licensed vehicles, authorities should consider factors which could influence the accessibility of vehicles to disabled passengers, including:

- The ease with which passengers can enter or leave the vehicles, including the height of steps and the positioning of seats.
- The space available for assistance dogs to remain with their owner in the vehicle.
- The space available for folded mobility aids in addition to other items of luggage.
- The comfort and safety with which disabled people can use them.
- Wheelchair accessible vehicles.”

Question 15

Do you think licensed vehicles should be allowed to tow trailers?

	Percentage	Number
Agree	48%	177
Disagree	37%	137
Don't know	15%	56

Officer Recommendation and Reasons: -

It is recommended that members resolve to agree to bar licensed vehicles from towing trailers. There is no significant reason for a licensed vehicle to need to tow a trailer. A vehicle should have sufficient space to transport bags/luggage.

7. Next steps and timelines

7.1 Members are asked to make a decision in relation to the draft policy following full consideration of all responses to the consultation.

7.2 Members are also asked to consider whether to allow existing vehicles that do not meet the specifications within the draft policy to remain licensed until they reach the upper age limit in accordance with any decisions taken today, in effect to allow them “grandfather rights”.

7.3 If members resolve to adopt the draft policy or adopt the draft policy with amendments, the new policy will come into effect immediately.

7.4 If members resolved to keep the policy as existing this will be effective immediately and there will be no change.

8. Contact officer

Fiona Goldsmith
Group Leader -Licensing
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Email: Fiona.goldsmith@kirklees.gov.uk

9. Background Papers and History of Decisions

[Agenda for Licensing and Safety Committee on Wednesday 19th July 2023, 10.00 am | Kirklees Council](#)

10. Appendices

Appendix 1 – Current Vehicle Specification Policy

Appendix 2 – Draft Vehicle Specification Policy

Appendix 3 – Consultation Responses

11. Service Director responsible

Katherine Armitage
Service Director – Environmental Strategy and Climate Change
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Email: Katherine.armitage@kirklees.gov.uk

Kirklees Council

Vehicle Specification

Part A – Hackney Carriage Vehicles

Part B – Private Hire Vehicles

Part C – Vehicle Dimensions

Vehicle Specification **Hackney Carriage Vehicles**

Amended July 2008

Above the normal requirements for a MOT test, the Authority's Hackney Carriage test examines the following items

HACKNEY CARRIAGES

1.0 Local Authority conditions for licensing.

1.1 The whole of the vehicles paint work must be coloured white (two tone paint work coloured mouldings or insignia will not be permitted).

1.2 The vehicle must have Kirklees Metropolitan Council's official door sign displayed on top panel of the two front doors. The door signs to be of the adhesive type and securely attached to doors. Any sign not securely fitted i.e. placed on magnetic backing or any other temporary measure will be rejected.

- Any tampering or cutting up of the signs will be rejected and new ones required.
- Any signs that become damaged or defaced will require new ones.

1.3 The vehicle must have a roof mounted illuminated taxi sign (minimum width 1 metre) with the exception of London type cabs.

1.4 The vehicle must be fitted with a tariff meter approved by the Authority. The meter must be fitted securely, horizontal, clearly visible to all passengers, in working condition, professionally installed and set to the Authority's current tariff. The tariff card to be clearly displayed on near side window.

1.5 The vehicle must have a fire extinguisher (minimum weight of 0.95 kg and of a dry powder type. The fire extinguisher to be replaced after three years or carry a twelve monthly service label to indicate extinguisher is still serviceable. The fire extinguisher may be securely fixed within the driver's compartment or rear boot area; it may also be stowed in the glove box but must be clearly marked.

1.6 All Hackney carriage vehicles must have a seat belt that meets British safety standards fitted to each seat.

INTERIOR

- 2.1 All controls must be in a serviceable and working order (drivers pedals, all switches and controls etc).
- 2.2 No left-hand drive vehicles to be authorised.
- 2.3 The vehicles interior condition must be clean and free from damage.
- 2.4 All seat belts must be secure and operational, of a lap and diagonal type fitted to all Hackney carriage vehicles. With the exception of a lap belt only fitted to middle rear seat of a saloon type vehicle.
- 2.5 All windows, sun-roofs, locks and handles must be secure and operational.
- 2.6 Interior lights and instrument lights must be operational.
- 2.7 Where automatic boot and fuel locks are fitted they must be operational.
- 2.8 The vehicles heating and ventilation systems must be operational (including heated windows.
- 2.9 Where electric mirrors are fitted they must be operational.
- 2.10 The vehicle must carry a legal spare wheel and tyre and a means for changing a wheel.
- 2.11 MPV's must be fitted with a limpet " FOR HIRE" sign to the bottom front near side windscreen, clearly visible from the outside of the vehicle when applying for hire.
- 2.12 Seating capacity to be no more than six passengers (max).
- 2.13 Where short wave radios are fitted they must be securely attached to the vehicle in a position which does not interfere with all driving controls (all foot controls, steering, etc)of that vehicle. The wiring must also be installed to a professional standard and should not interfere with the same driving controls

EXTERIOR

- 3.1 All fitted lights must be clean and in working order.
- 3.2 All windows must have full visibility and free of stickers etc (other than the legal requirements of a tax disc and licence disc). With the exception of a company name/logo to the front screen visor.
- 3.3 Tinted or smoked glass will be assessed on an individual basis as the level of tint may vary from vehicle to vehicle the limits are front and rear windscreen 75% visible light transmission(VLT) and all side windows 70% VLT. These limits only apply to new applications after 01 January

2007, any existing taxi is exempt these limits. Testers should write on the pass certificate the relevant levels of tint for future reference. No adhesive films allowed. No adhesive films allowed, only tints built into the glass are acceptable. And no mirrored tints of any description.

- 3.4 When fitted rear wash wipe and headlight wash wiper systems must be operational.
- 3.5 All body fitments must be in place, secure and free from damage.
- 3.6 Vehicles must have a matching set of wheel trims fitted (with the exception of alloy or chrome wheels).
- 3.7 All road tyres must be of the same size and speed rating
- 3.8 Tyre side wall repairs will not be acceptable.
- 3.9 Wiring of meter equipment/radios must be of a professional standard (correct cable, fastenings and inline fuses to be fitted).
- 3.10 Engine and gearbox mountings must be secure and of a serviceable condition, gearbox and gear change mechanism must be in good working order.
- 3.11 Paint work must be to manufactures standards (no blemishes, blistering, discolouration, runs, no visible rust spots and have a polished finish).
- 3.12 The legal VIN (Vehicle Identification Number) plate and chassis plate must be fitted in a legible state.
- 3.13 Vehicle must display the Authorities licence plate which when viewed from the rear is clearly visible. The plate to be permanently attached to the vehicle.
- 3.14 The suspension must not be modified or lowered in any way that could adversely affect the handling, ride comfort or safety of the vehicle.
- 3.15 The fitting of bull bar type attachments is strictly prohibited
- 3.16 No jeep type vehicles to be allowed.
- 3.17 With the introduction of multi- purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers.

MPV

- 4.1 With the introduction of multi- purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage

space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers

- 4.2 With the introduction of multi- purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers.
- 4.3 Above the annual test vehicles can be subject to 3 checks per year for safety and condition when required.
- 4.4 The London Cab on some models is equipped with a vinyl roof which will be accepted.
- 4.5 All accident damage must be repaired before test/checks can be carried out.

ADDITIONAL

- 5.1 Above the annual test vehicles can be subject to 3 checks per year for safety and condition when required.
- 5.2 The London Cab on some models is equipped with a vinyl roof which will be accepted.
- 5.3 All accident damage must be repaired before test/checks can be carried out.
- 5.4 Where a vehicle is presented for a test for the first time, i.e. new application or a change of vehicle class, the test may be carried out without side door signs, roof lights, meter, a limpet for hire sign and fire extinguisher although a pass certificate will not be issued until all the appropriate items above have been fitted and check.

Amended July 2008

TRANSPORT SERVICES
GUIDELINES FOR PRIVATE HIRE OPERATORS/ PROPRIETORS

Amended July 2008

Above the normal requirements for an MOT test the Authority's Private Hire Test examines the following items.

PRIVATE HIRE

- 1.1. The vehicle must not resemble a Hackney Carriage.
- 1.2. The vehicle must have Kirklees Metropolitan Council's official door sign displayed on the top panel of the two front doors. The door signs to be of the adhesive type and securely attached to the doors. Any sign not securely fitted i.e. placed on magnetic backing or any other temporary measure will be rejected.
- 1.3. Space is provided on the door sign to display information which the user may require i.e. company name and telephone number. Any tampering or cutting up of the signs will be rejected and new ones required.
 - Any tampering or cutting up of the signs will be rejected and new ones required.
 - Any signs that become damaged or defaced will require new ones
- 1.4. The vehicle may be fitted with a meter (the meter must be fitted securely and will be checked to the owner's tariff, which will be displayed). The meter will be tested at annual test.
- 1.5. The vehicle must have a fire extinguisher (minimum weight of 0.95 kg and of a dry powder type. The fire extinguisher to be replaced after three years or carry a twelve monthly service label to indicate extinguisher is still serviceable. The fire extinguisher may be securely fixed within the driver's compartment or rear boot area; it may also be stowed in the glove box but must be clearly marked.
- 1.6. All private hire vehicles must have a seat belt that meets British safety standards fitted to each seat.

INTERIOR

- 2.1 All controls must be in a serviceable and working order (drivers pedals, all switches and controls etc).
- 2.2 No left-hand drive vehicles to be authorised.

- 2.3 The vehicles interior condition must be clean and free from damage.
- 2.4 All seat belts must be secure and operational, of a lap and diagonal type fitted to all Private Hire vehicles. With the exception of a lap belt only fitted to middle front compartment seat and middle rear seat of a saloon type vehicle.
- 2.5 All windows, sun-roofs, locks and handles must be secure and operational.
- 2.6 Interior lights and instrument lights must be operational
- 2.7 Where automatic boot and fuel locks are fitted they must be operational
- 2.8 The vehicles heating and ventilation systems must be operational (including heated windows.
- 2.9 Where electric mirrors are fitted they must be operational.
- 2.10 The vehicle must carry a legal spare wheel and tyre and a means for changing a wheel.
- 2.11 Seating capacity to be no more than eight passengers (max).
- 2.12 Where short wave radios are fitted they must be securely attached to the vehicle in a position which does not interfere with all driving controls (all foot controls, steering, etc)of that vehicle. The wiring must also be installed to a professional standard and should not interfere with the same driving controls

EXTERIOR

- 3.1 All fitted lights must be clean and in working order.
- 3.2 All windows must have full visibility and free of stickers etc (other than the legal requirements of a tax disc and licence disc).
- 3.3 Tinted or smoked glass will be assessed on an individual basis as the level of tint may vary from vehicle to vehicle the limits are front and rear windscreen 75% visible light transmission(VLT) and all side windows 70% VLT. These limits only apply to new applications after 01 January 2007, any existing taxi is exempt these limits. Testers should write on the pass certificate the relevant levels of tint for future reference. No adhesive films allowed. No adhesive films allowed, only tints built into the glass are acceptable. And no mirrored tints of any description.
- 3.4 When fitted rear wash wipe and headlight wash wiper systems must be operational.
- 3.5 All body fitments must be in place, secure and free from damage.

- 3.6 Vehicles must have a matching set of wheel trims fitted (with the exception of alloy or chrome wheels).
- 3.7 All road tyres must be of the same size and speed rating
- 3.8 Tyre side wall repairs will not be acceptable.
- 3.9 Wiring of meter equipment/radios must be of a professional standard (correct cable, fastenings and inline fuses to be fitted).
- 3.10 Engine and gearbox mountings must be secure and of a serviceable condition, gearbox and gear change mechanism must be in good working order.
- 3.11 Paint work must be to manufactures standards (no blemishes, blistering, discolouration, runs, no visible rust spots and have a polished finish).
- 3.12 The legal VIN (Vehicle Identification Number) plate and chassis plate must be fitted in a legible state.
- 3.13 Vehicle must display the Authorities licence plate which when viewed from the rear is clearly visible. The plate to be permanently attached to the vehicle.
- 3.14 The suspension must not be modified or lowered in any way that could adversely affect the handling, ride comfort or safety of the vehicle.
- 3.15 The fitting of bull bar type attachments is strictly prohibited
- 3.16 No jeep type vehicles allowed

TRAILERS

- 4.2 Trailers must be of an all metal construction with a secure lockable hardtop cover.
- 4.3 Trailer weight not to exceed 750kg gross vehicle weight.
- 4.4 Must have all relevant lights fitted and working.
- 4.5 Trailer must be licensed to one specific vehicle only (no multi vehicle use allowed).
- 4.6 Trailer to be tested annually with relevant vehicle.
- 4.7 Towing vehicle must have two side entry doors for ease of escape in the event of an emergency.

4.8 National speed limits apply when towing trailer.

4.9 Trailers to be used by MPV type vehicles only.

MPV

5.1 Trailers to be used by MPV type vehicles only.

5.2 With the introduction of multi- purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers.

ADDITIONAL

6.1 Trailers to be used by MPV type vehicles only.

6.2 Above the annual test vehicles can be subject to 3 checks per year for safety and condition when required.

6.3 All accident damage must be repaired before test/checks can be carried out.

6.4 Where a vehicle is presented for a test for the first time, i.e. new application or a change of vehicle class, the test may be carried out without side door signs, roof lights, meter, a limpet for hire sign and fire extinguisher although a pass certificate will not be issued until all the appropriate items above have been fitted and check.

Amended July 2008

Hackney Carriage and Private Hire Vehicle Dimensions

Saloon Type Cars

- A. The width of the rear part of the body, measured six inches below the top and six inches in front of the rear back seat shall not be less than 52 inches. The measurement made with the doors closed.
- B. The rear seat shall not be less in width than the full interior width of the vehicle, provided that wheel covers forming permanent arm rests may reduce the seat length to 48 inches.
- C. The front seat shall not be less than 18 inches in width.
- D. The front and rear door entry width measured from the inside of the door seal aperture shall not be less than 24 inches.
- E. Rear seat head room shall not be less than 33 inches.
- F. The depth of any fixed seat shall not be less than 18 inches
- G. The distance between the front and rear seats shall be a minimum distance of 6 inches with the front seat fully retracted with the seat back in a normal driving position.
- H. Minimum height from ground 5.75 inches to main structure of vehicle, i.e height ground to undersill (structural member) or sub frame/front box section.
Sufficient clear and clean internal luggage capacity for maximum number of passengers.

Vans, Minibuses and MPV's

- A. Internal floor to roof height 52 inches
- B. Seat bases 16.5 x 16.5 inches
- C. Wheelchair access door height 46 inches
- D. Wheelchair access door width 27 inches
- E. Wheelchair floor space and method of securing to comply with all relevant legislation
- F. Luggage space compatible with seating capacity
- G. Taxi hire sign to be mounted at the centre of the roof in the front position (as with a London cab)
- H. A fire extinguisher to be a minimum 1kg accessible from driver's seat
- I. Seat base to roof height 33 inches

The above are the current dimensions which we use but due to changing vehicle types may be reviewed and change periodically.

Kirklees Council Vehicle Specification

Part A – Hackney Carriage Vehicles

Part B – Private Hire Vehicles

Part C – Vehicle Dimensions

Vehicle Specification Hackney Carriage Vehicles

Amended July 2008

Above the normal requirements for a MOT test, the Authority's Hackney Carriage test examines the following items

HACKNEY CARRIAGES

1.7 Local Authority conditions for licensing.

1.8 The whole of the vehicles paint work must be coloured white (two tone paint work, coloured mouldings or insignia will not be permitted).

1.9 For Hackney carriage vehicles to be considered for first licensing, they must meet the following emissions criteria:

Petrol engines – Must meet Euro 5 standards

Diesel engines – Must meet Euro 6 standards

The authority recognizes the need for additional wheelchair accessible vehicles (WAV's) within the licensed trade. New licensed WAV's powered by a diesel engine will be allowed to meet the lower euro 5 diesel standards and not euro 6 standards.

1.10 The vehicle must have Kirklees ~~Metropolitan~~ Council's official door sign displayed on top panel of the two front doors. The official door signs for Hackney Carriage vehicles are produced in house by the licensing service, unless otherwise agreed. The door signs to be of the adhesive type and securely attached to doors. Any sign not securely fitted i.e. placed on magnetic backing or any other temporary measure ~~will be rejected~~ may result in the failure of the compliance test or suspension of the vehicle licence. It is however accepted that some Hackney Carriage drivers also obtain work through private hire operators. Should this be the case, then a logo displaying the name of the private hire operator can be fixed to the vehicle via a magnetic backing. This logo will be provided by the driver and not the licensing service. Any tampering or cutting up of the signs ~~will be rejected~~ may result in the failure of the compliance test or the suspension of the vehicle licence and new ones required. Any signs that become damaged or defaced will require new ones.

1.11 The vehicle must have a roof mounted illuminated taxi sign ~~(minimum width 1 metre)~~ with the exception of London type cabs. The roof sign must be clearly visible from both the front and the rear of the vehicle.

1.12 The vehicle must be fitted with a tariff meter approved by the Authority. The meter must be fitted securely, horizontal, clearly visible to all passengers, in working condition, professionally installed and set to the Authority's current tariff. The tariff card to be clearly displayed on near side window.

- 1.13 The vehicle must have a fire extinguisher (minimum weight of 0.95 kg and of a dry powder type. The fire extinguisher to be replaced after three years or carry a twelve monthly service label to indicate extinguisher is still serviceable. The fire extinguisher may be securely fixed within the driver's compartment or rear boot area; it may also be stowed in the glove box but must be clearly marked.
- 1.14 All Hackney carriage vehicles must have a seat belt that meets British safety standards fitted to each seat.
- 1.15 All diesel-powered Hackney Carriage Euro 5 vehicles, with the exception of Wheelchair Accessible Vehicles (WAV's) will cease to be licensed at 10 years old.
- 1.16 All Hackney Carriage vehicles except for WAV's will cease to be licensed at 13 years old.
- 1.17 All wheelchair accessible Hackney Carriage vehicles will cease to be licensed at 16 years old. Between years 13 to 16, the vehicle will be subject to two compliance checks a year at 6 monthly intervals. Failure to take a vehicle for its 6 monthly test will result in the suspension of the vehicle Licence until it has passed the compliance test.

Definition of Wheelchair Accessible Vehicles (WAV's)

A WAV is a vehicle constructed or converted specifically so that it can accommodate one or more person(s) seated in the wheelchair(s) when travelling on the road.

- 1.18 All Hackney Carriage Ultra-low emission vehicles (ULEV's) will cease being licensed at 16 years old. Between years 13 to 16, the vehicle will be subject to two compliance checks a year at 6 monthly intervals.

Definition of Ultra-Low Emission Vehicles (ULEVs)

ULEVs are currently defined as having less than 75 grams of CO2 per kilometer (g/km) from the tail pipe. The CO2 count can be ascertained using the following website - <https://www.gov.uk/get-vehicle-information-from-dvla>

- 1.19 The authority recognises the national and industry wide push for the greater use of environmentally friendly all electric vehicles. This is especially so given that new vehicles fitted with internal combustion engines are due to be banned from sale in the UK from 2030. It is anticipated that within the coming years, all electric vehicles will start to be used within the licensed trade as the charging infrastructure and battery technology improves. Any all-electric Hackney Carriage vehicles used within the licensed trade can remain licensed until 20 years of age, subject to two annual compliance checks from years 13 to 20 at 6 monthly intervals.
- 1.20 There is currently no requirement for CCTV to be installed within Hackney Carriage vehicles. However, the licensing service will allow drivers to install CCTV in their vehicles should they desire. Any installation of CCTV must not interfere with the normal operation of the vehicle and/or visibility out of the vehicle windows. If a driver decides to install CCTV, they must ensure that they are registered with the Information Commissioner's Office and abide by their rules. Further information on this can be found at <https://ico.org.uk>
- 1.21 All licensed Hackney carriage vehicles are tested at the Council's testing stations. Test are conducted at the time of being licensed and upon renewal. The test carried out is a compliance test and not an MOT. Should Licence holders/vehicle proprietors wish to have an MOT at the time

of the compliance test this must be requested prior to the test commencing and will result in an additional charge. Failure to do so will result in the issuing of an MOT certificate not being possible.

- 1.22 48 hours notification of a test cancellation must be given, failure to do so will result in a further payment for a test being charged and no refund will be provided.
- 1.23 Where the Council is not satisfied with the roadworthiness of a Hackney Carriage vehicle, it may request a HPI check at a cost to the licence holder. Should that HPI check reveal that the vehicle is an insurance total loss, then the vehicle may have to undergo an independent inspection and an 'Autolign' report produced at the cost of the licence holder.
- 1.24 Where a Hackney carriage vehicle fails its test and the tester is not satisfied as to the roadworthiness of the vehicle, the vehicle licence may be suspended by an authorised officer of the Council.
- 1.25 Should a Hackney Carriage vehicle licence be suspended, then it cannot lawfully be driven on the public highway without a valid MOT certificate in place.
- 1.26 Any Hackney Carriage vehicle whose licence has been suspended due to accident damage, may have to be taken to the Council's testing stations to be examined. This is to ensure that any repairs have been made satisfactorily and that the vehicle is roadworthy.
- 1.27 The law requires that front vehicle windscreens must permit a minimum of 75% light transmission and front passenger windows 70%. The Council will allow manufacturers standard tints on all other windows, excluding the front vehicle windscreen and the front passenger windows. This must only be the standard level of window tint. Blackout or privacy glass is not permitted. Self-applied material/film is not permitted.
- 1.28 There are three types of Hackney Carriage vehicle licence. These are:
 - A new licence – a licence that is issued when the vehicle is first licensed following an application for a new vehicle licence being submitted.
 - A renewal – a renewal licence is issued annually following an application to renew being submitted.
 - A transfer – A transfer is an application to transfer the vehicle and its current licence to a new proprietor (owner).

INTERIOR

- 2.14 All controls must be in a serviceable and working order (drivers pedals, all switches and controls etc).
- 2.15 No left-hand drive vehicles to be authorised.
- 2.16 The vehicles interior condition must be clean and free from damage.
- 2.17 All seat belts must be secure and operational, of a lap and diagonal type fitted to all Hackney carriage vehicles. With the exception of a lap belt only fitted to middle rear seat of a saloon type vehicle.
- 2.18 All windows, sun-roofs, locks and handles must be secure and operational.
- 2.19 Interior lights and instrument lights must be operational.
- 2.20 Where automatic boot and fuel locks are fitted they must be operational.
- 2.21 The vehicles heating and ventilation systems must be operational (including heated windows.
- 2.22 Where electric mirrors are fitted they must be operational.
- 2.23 Seating capacity to be no more than six passengers (maximum).
- ~~2.24 The vehicle must carry a legal spare wheel and tyre and a means for changing a wheel.~~
- ~~2.25 MPV's must be fitted with a limpet "FOR HIRE" sign to the bottom front near side windscreen, clearly visible from the outside of the vehicle when applying for hire.~~
- ~~2.26 Where short wave radios are fitted they must be securely attached to the vehicle in a position which does not interfere with all driving controls (all foot controls, steering, etc) of that vehicle. The wiring must also be installed to a professional standard and should not interfere with the same driving controls~~

EXTERIOR

- 3.18 All fitted lights must be clean and in working order.
- 3.19 All windows must have full visibility and free of stickers etc (other than the legal requirements of a ~~tax disc and~~ licence disc). With the exception of a company name/logo to the front screen visor.
- ~~3.20 Tinted or smoked glass will be assessed on an individual basis as the level of tint may vary from vehicle to vehicle the limits are front and rear windscreen 75% visible light transmission (VLT) and all side windows 70% VLT. These limits only apply to new applications after 01 January~~

~~2007, any existing taxi is exempt these limits. Testers should write on the pass certificate the relevant levels of tint for future reference. No adhesive films allowed. No adhesive films allowed, only tints built into the glass are acceptable. And no mirrored tints of any description.~~

- 3.21 When fitted rear wash wipe and headlight wash wiper systems must be operational.
- 3.22 All body fitments must be in place, secure and free from damage.
- 3.23 Vehicles must have a matching set of wheel trims fitted (with the exception of alloy or chrome wheels).
- 3.24 All road tyres must be of the same size and speed rating
- 3.25 Tyre side wall repairs will not be acceptable.
- 3.26 Wiring of meter equipment/radios must be of a professional standard (correct cable, fastenings and inline fuses to be fitted).
- 3.27 Engine and gearbox mountings must be secure and of a serviceable condition, gearbox and gear change mechanism must be in good working order.
- 3.28 Paint work must be to manufactures standards (no blemishes, blistering, discolouration, runs, no visible rust spots and have a polished finish).
- 3.29 The legal VIN (Vehicle Identification Number) plate and chassis plate must be fitted in a legible state.
- 3.30 Vehicle must display the Authorities licence plate which when viewed from the rear is clearly visible. The plate to be permanently attached to the vehicle.
- 3.31 The suspension must not be modified or lowered in any way that could adversely affect the handling, ride comfort or safety of the vehicle.
- 3.32 The fitting of bull bar type attachments is strictly prohibited.
- 3.33 MPV's (Mulit purpose vehicles) are not acceptable and will not be licensed, any existing MPV's will be permitted to remain licensed to their upper age limit.
- 3.34 SUV's (Sports Utility Vehicles or 4x4's) will not be licensed.
- ~~3.35 No jeep type vehicles to be allowed.~~
- ~~3.36 With the introduction of multi purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers.~~

MPV

- ~~4.6 With the introduction of multi purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage~~

~~space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers~~

~~4.7 With the introduction of multi-purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers.~~

4.8 Above the annual test vehicles can be subject to 3 checks per year for safety and condition when required.

4.9 The London Cab on some models is equipped with a vinyl roof which will be accepted.

4.10 All accident damage must be repaired before test/checks can be carried out.

ADDITIONAL

~~5.5 Above the annual test vehicles can be subject to 3 checks per year for safety and condition when required.~~

~~5.6 The London Cab on some models is equipped with a vinyl roof which will be accepted.~~

~~5.7 All accident damage must be repaired before test/checks can be carried out.~~

5.8 Where a vehicle is presented for a test for the first time, i.e. new application or a change of vehicle class, the test may be carried out without side door signs, roof lights, meter, ~~a limpet for hire sign~~ and fire extinguisher although a pass certificate will not be issued until all the appropriate items above have been fitted and check.

Amended July 2008

TRANSPORT SERVICES

GUIDELINES FOR PRIVATE HIRE OPERATORS/ PROPRIETORS

Amended July 2008

Above the normal requirements for an MOT test the Authority's Private Hire Test examines the following items.

PRIVATE HIRE

1.7. The vehicle must not resemble a Hackney Carriage.

1.8. The licensing service understands the importance that members of the public can differentiate between Hackney Carriage Vehicles and Private Hire vehicles. Within Kirklees all Hackney Carriage vehicles are white in colour and display a 'taxi' roof sign. No 'new' vehicle licences will be issued to Private Hire vehicles that are white in colour. Any existing Private Hire vehicles that are white in colour will be allowed to remain licensed and renewed until they reach the upper age limit of a licensed Private Hire vehicle.

1.9. The vehicle must have Kirklees ~~Metropolitan~~ Council's official door sign displayed on the top panel of the two front doors. The official door signs for Private Hire vehicles are produced in house by the licensing service, unless otherwise agreed. The door signs to be of the adhesive type and securely attached to the doors. Any sign not securely fitted i.e. placed on magnetic backing or any other temporary measure ~~will be rejected~~ may result in the failure of the compliance test or suspension of the vehicle licence. Any tampering or cutting up of the signs ~~will be rejected~~ may result in the failure of the compliance test or the suspension of the vehicle licence and new ones required. Any signs that become damaged or defaced will require new ones. It is acknowledged however, that many Private Hire drivers obtain work through more than one Private Hire Operator. The licensing service will allow drivers to utilise the logo of the Private Hire Operator for whom they are working through at the time and attach it to the vehicle via a magnetic backing. The word 'taxi' is not permitted to be used on the logo. The logo will be provided by the driver and not the licensing service.

~~1.10. Space is provided on the door sign to display information which the user may require i.e. company name and telephone number. Any tampering or cutting up of the signs will be rejected and new ones required.~~

- ~~• Any tampering or cutting up of the signs will be rejected and new ones required.~~
- ~~• Any signs that become damaged or defaced will require new ones~~

~~1.11. The vehicle may be fitted with a meter (the meter must be fitted securely and will be checked to the owner's tariff, which will be displayed). The meter will be tested at annual test.~~

1.12. The vehicle must have a fire extinguisher (minimum weight of 0.95 kg and of a dry powder type. The fire extinguisher to be replaced after three years or carry a twelve monthly service label to indicate extinguisher is still serviceable. The fire extinguisher may be securely fixed

within the driver's compartment or rear boot area; it may also be stowed in the glove box but must be clearly marked.

1.13. All private hire vehicles must have a seat belt that meets British safety standards fitted to each seat.

1.14. For Private Hire vehicles to be considered for first licensing, they must meet the following emissions criteria:

Petrol engines – Must meet Euro 5 standards.

Diesel engines – Must meet Euro 6 standards.

The authority recognizes the need for additional wheelchair accessible vehicles (WAV's) within the licensed trade. New licensed WAV's powered by a diesel engine will be allowed to meet the lower Euro 5 diesel standards and not Euro 6 standards.

Definition of Wheelchair Accessible Vehicles

A WAV is a vehicle constructed or converted specifically so that it can accommodate one or more person(s) seated in the wheelchair(s) when travelling on the road.

1.9 All diesel powered Private Hire Euro 5 vehicles, with the exception of WAV's will cease to be licensed at 10 years old.

1.10 All Private Hire vehicles except for WAV's will cease to be licensed at 13 years old.

1.11 All wheelchair accessible private Hire vehicles will cease to be licensed at 16 years old. Between years 13 to 16, the vehicle will be subject to two compliance checks a year at 6 monthly intervals.

1.12 All Private Hire Ultra Low Emission vehicles (ULEV's) will cease to be licensed at 16 years old. Between years 13 to 16, the vehicle will be subject to two compliance checks a year at 6 monthly intervals.

Definition of Ultra-Low Emission Vehicles (ULEVs)

ULEVs are currently defined as having less than 75 grams of CO₂ per kilometer (g/km) from the tail pipe. The CO₂ count can be ascertained using the following website - <https://www.gov.uk/get-vehicle-information-from-dvla>

1.13 The authority recognises the national and industry wide push for the greater use of environmentally friendly all electric vehicles. This is especially so given that new vehicles fitted with internal combustion engines are to be banned from sale in the UK from 2030. It is anticipated that within the coming years, all electric vehicles will start to be used within the licensed trade as the charging infrastructure and battery technology improves. Any all-electric Private Hire vehicles used within the licensed trade can remain licensed until 20 years of age, subject to two annual compliance checks from years 13 to 20 at 6 monthly intervals.

1.14 There is currently no requirement for CCTV to be installed in private Hire vehicles. However, the licensing service will allow drivers to install CCTV in their vehicles should they desire. Any installation of CCTV must not interfere with the normal operation of the vehicle and/or visibility out

of the vehicle windows If a driver decides to install CCTV, they must ensure they are registered with the Information Commissioner's Office and abide by their rules. Further information can be found at <https://ico.org.uk>.

1.15 All licensed Private Hire vehicles are tested at the Council's testing stations. Tests are conducted at the time of being licensed and upon renewal. The test carried out is a compliance test and not an MOT. Should Licence holders/vehicle proprietors wish to have an MOT at the time of the compliance test this must be requested prior to the test commencing and will result in an additional charge. Failure to do so will result in the issuing of an MOT certificate not being possible.

1.16 48 hours notification of a test cancellation must be given, failure to do so may result in a further payment for a test being charged.

1.17 Where the Council is not satisfied with the roadworthiness of a Private Hire vehicle, it may request a HPI check at a cost to the licence holder. Should that HPI check reveal that the vehicle is an insurance total loss, then the vehicle may have to undergo an independent inspection and an 'Autolign' report produced at the cost of the licence holder.

1.18 Where a Private Hire vehicle fails its test and the tester is not satisfied as to the roadworthiness of the vehicle, the vehicle licence may be suspended by an authorised officer of the Council.

1.19 Should a Private Hire vehicle licence be suspended, then it cannot lawfully be driven on the public highway without a valid MOT certificate in place.

1.20 Any Private Hire vehicle whose licence has been suspended due to accident damage, may have to be taken to the Council's testing stations to be examined. This is to ensure any repairs have been made satisfactorily and that the vehicle is roadworthy.

1.21 The law requires that front vehicle windscreens must permit a minimum of 75% light transmission and front passenger windows 70%. The Council will allow manufacturers standard tints on all other windows, excluding the front vehicle windscreen and the front passenger windows. This must only be of the standard level of window tint/ Blackout or privacy glass is not permitted. Self-applied material/film is not permitted.

1.22 There are three types of Private Hire vehicle licence, these are:

- A new licence – a licence that is issued when the vehicle is first licensed following an application for a new vehicle licence being submitted.
- A renewal – a renewal licence is issued annually following an application to renew being submitted.
- A transfer – A transfer is an application to transfer the vehicle and its current licence to a new proprietor (owner).

- 2.13 All controls must be in a serviceable and working order (drivers pedals, all switches and controls etc).
- 2.14 No left-hand drive vehicles to be authorised.
- 2.15 The vehicles interior condition must be clean and free from damage.
- 2.16 All seat belts must be secure and operational, of a lap and diagonal type fitted to all Private Hire vehicles. With the exception of a lap belt only fitted to middle front compartment seat and middle rear seat of a saloon type vehicle.
- 2.17 All windows, sun-roofs, locks and handles must be secure and operational.
- 2.18 Interior lights and instrument lights must be operational
- 2.19 Where automatic boot and fuel locks are fitted they must be operational
- 2.20 The vehicles heating and ventilation systems must be operational (including heated windows.
- 2.21 Where electric mirrors are fitted they must be operational.
- ~~2.22 The vehicle must carry a legal spare wheel and tyre and a means for changing a wheel.~~
- 2.23 Seating capacity to be no more than eight passengers (maximum).
- 2.24 Where short wave radios are fitted they must be securely attached to the vehicle in a position which does not interfere with all driving controls (all foot controls, steering, etc)of that vehicle. The wiring must also be installed to a professional standard and should not interfere with the same driving controls.

EXTERIOR

- 3.17 All fitted lights must be clean and in working order.
- 3.18 All windows must have full visibility and free of stickers ~~etc~~ other than the ~~legal requirements of a tax disc and~~ licence disc.
- ~~3.19 Tinted or smoked glass will be assessed on an individual basis as the level of tint may vary from vehicle to vehicle the limits are front and rear windscreen 75% visible light transmission (VLT) and all side windows 70% VLT. These limits only apply to new applications after 01 January 2007, any existing taxi is exempt these limits. Testers should write on the pass certificate the relevant levels of tint for future reference. No adhesive films allowed. No adhesive films allowed, only tints built into the glass are acceptable. And no mirrored tints of any description.~~
- 3.20 When fitted rear wash wipe and headlight wash wiper systems must be operational.
- 3.21 All body fitments must be in place, secure and free from damage.
- 3.22 Vehicles must have a matching set of wheel trims fitted (with the exception of alloy or

chrome wheels).

- 3.23 All road tyres must be of the same size and speed rating
- 3.24 Tyre side wall repairs will not be acceptable.
- 3.25 Wiring of meter equipment/radios must be of a professional standard (correct cable, fastenings and inline fuses to be fitted).
- 3.26 Engine and gearbox mountings must be secure and of a serviceable condition, gearbox and gear change mechanism must be in good working order.
- 3.27 Paint work must be to manufactures standards (no blemishes, blistering, discolouration, runs, no visible rust spots and have a polished finish).
- 3.28 The legal VIN (Vehicle Identification Number) plate and chassis plate must be fitted in a legible state.
- 3.29 Vehicle must display the Authorities licence plate which when viewed from the rear is clearly visible. The plate to be permanently attached to the vehicle.
- 3.30 The suspension must not be modified or lowered in any way that could adversely affect the handling, ride comfort or safety of the vehicle.
- 3.31 The fitting of bull bar type attachments is strictly prohibited.
- 3.32 MPV's (Mulit purpose vehicles) will not be licensed, any existing MPV's will be permitted to remain licensed to their upper age limit.
- 3.33 SUV's (Sports Utility Vehicles or 4x4's) will not be licensed.

~~3.34 No jeep type vehicles~~

~~allowed TRAILERS~~

~~4.10 Trailers must be of an all metal construction with a secure lockable hardtop cover.~~

~~4.11 Trailer weight not to exceed 750kg gross vehicle weight.~~

~~4.12 Must have all relevant lights fitted and working.~~

~~4.13 Trailer must be licensed to one specific vehicle only (no multi vehicle use allowed).~~

~~4.14 Trailer to be tested annually with relevant vehicle.~~

~~4.15 Towing vehicle must have two side entry doors for ease of escape in the event of an emergency.~~

~~4.16 National speed limits apply when towing trailer.~~

~~4.17 Trailers to be used by MPV type vehicles only.~~

~~MPV~~

~~5.3 Trailers to be used by MPV type vehicles only.~~

~~5.4 With the introduction of multi-purpose vehicles are capable of carrying more than four passengers, the acceptance criteria may vary from vehicle to vehicle depending on luggage space, seating layout and measurements. Each vehicle will be assessed individually for acceptance to carry adult passengers.~~

~~ADDITIONAL~~

~~6.5 Trailers to be used by MPV type vehicles only.~~

6.6 Above the annual test vehicles can be subject to 3 checks per year for safety and condition when required.

6.7 All accident damage must be repaired before test/checks can be carried out.

~~6.8 Where a vehicle is presented for a test for the first time, i.e. new application or a change of vehicle class, the test may be carried out without side door signs, roof lights, meter, a limpet for hire sign and fire extinguisher although a pass certificate will not be issued until all the appropriate items above have been fitted and check.~~

Amended July 2008

Hackney Carriage and Private Hire Vehicle Dimensions

Saloon Type Cars

- I. The width of the rear part of the body, measured six inches below the top and six inches in front of the rear back seat shall not be less than 52 inches. The measurement made with the doors closed.
- J. The rear seat shall not be less in width than the full interior width of the vehicle, provided that wheel covers forming permanent arm rests may reduce the seat length to 48 inches.
- K. The front seat shall not be less than 18 inches in width.
- L. The front and rear door entry width measured from the inside of the door seal aperture shall not be less than 24 inches.
- M. Rear seat head room shall not be less than 33 inches.
- N. The depth of any fixed seat shall not be less than 18 inches
- O. The distance between the front and rear seats shall be a minimum distance of 6 inches with the front seat fully retracted with the seat back in a normal driving position.
- P. Minimum height from ground 5.75 inches to main structure of vehicle, i.e height ground to undersill (structural member) or sub frame/front box section.
Sufficient clear and clean internal luggage capacity for maximum number of passengers.

Vans, Minibuses and MPV's

- J. Internal floor to roof height 52 inches
- K. Seat bases 16.5 x 16.5 inches
- L. Wheelchair access door height 46 inches
- M. Wheelchair access door width 27 inches
- N. Wheelchair floor space and method of securing to comply with all relevant legislation
- O. Luggage space compatible with seating capacity
- P. Taxi hire sign to be mounted at the centre of the roof in the front position (as with a London cab)
- Q. A fire extinguisher to be a minimum 1kg accessible from driver's seat
- R. Seat base to roof height 33 inches

The above are the current dimensions which we use but due to changing vehicle types may be reviewed and change periodically.

All comments from Survey and Council's Response**Question 1**

Do you agree that hackney carriage vehicles should be white and private hire vehicles can be any colour other than white?

	Percentage	Number
Agree	65%	240
Disagree	30%	111
Don't know	5%	20

Comments	Council Response
At this time an age it's hard to find specific colour and to get a vehicle resprayed white costs thousands and devalues the vehicle	Comment noted
Hackney carriage should be any colour it has a taxi sign on roof so it's clearly visible	Comment noted
Private hire can be any colour	Comment noted
Private hire should be any colour including white	Comment noted
A white coloured car should be allowed to be a PHV as it is easy to distinguish between a HCV and and PHV.	Comment noted
They can be any colour	Comment noted
I do believe that taxis being a public service for GAIN should be of uniform standard which includes the colour WHITE	Comment noted
Should be multicoloured	Comment noted
For years in kirklees hc are white in colour and council livery applied to these vehicles, phv are totally different & different livery altogether I don't see why phv can't be in white colour.	Comment noted
Private hire should be any colour	Comment noted

It's unfair to discriminate against private hire drivers who wish to buy or use white colour cars for taxis. At the end of the day the drivers are buying the cars and alot of drivers prefer white because they are seen better at night and dark evenings.	Comment noted
There needs to be a clear visible difference between hackney carriage and private hire. Personally I think white should not be allowed as private hire and only hackney carriage as some customers mistake white private hire vehicles for hackney carriages. White - hackney carriage only Any colour excluding white - private hire Of course this will take a few year's to complete as there are many White private hire vehicles already licensed but if you start this rule now and don't allow new one's that are white for private hire use then slowly within a few years the current ones will end and no new ones will be entered.	Comment noted
I think any colour for both Hackney and private hire vehicles. It doesn't make a difference.	Comment noted
Providing a service is the key	Comment noted
No	Comment noted
Hackney should be always white however private hire could also be white, it seems a bit of a stretch to prevent a white car from becoming a private hire. Signage on the roof of both types of vehicles could overcome this quite simply.	Comment noted
private hire should be more distinctive	Comment noted
If the public can't tell the difference between a hackney and a saloon hatchback or estate car then that is where your issue lies.	Comment noted
PH should be any colour including white as there is a clear difference between HC with the roof signs anyway	Comment noted
Will make it easier to distinguish between hackney carriages and private hire vehicles.	Comment noted
Cost of white cars seem to be higher colour of the car should not determine whether it is private hire or Hackney carriage. Hackney carriage also work with private hire firms.	Comment noted
allowing private hire to be white vehicles will only cause confusion	Comment noted

Pick a standard colour for private hire vehicles. Hackneys OK white.	Comment noted
Easy to spot, nice presentable fleet	Comment noted
What difference does colour make.	Comment noted
Personally I think all Hackney carriage vehicles should be white its a standard vehicle manufactures colour	Comment noted
Not sure if it will be of any benefit	Comment noted
A Taxi sign on roof that's enough to recognise.I will say there should be West Yorkshire taxi similar to North Yorkshire	Comment noted
I am not really concerned about the colour of the taxi	Comment noted
You can't find a particular colour vehicle when looking FP	Comment noted
Just why? Never been a problem in the past, big massive sign on top, who uses Hackney any more anyway. Thier demand is falling, we're not in the 80's where you will get out of a club and get into a Hackney, now customers tap on phone and Private Hire is out for them in secs. Even more convenient than a Hackney.	Comment noted
Because both paid the same fee . Rules are same for both	Comment noted
What difference does the colour make	Comment noted
Colour is irrelevent	Comment noted
Hackney only white Private hire any colour excluding white	Comment noted
They should all be a bright colour and the SAME colour	Comment noted
So customers can distinguish both types of vehicles	Comment noted
Colour doesn't matter as long as they are safe and legal.	Comment noted
The colour is irrelevant but it should be distinguishable from vehicle to vehicle which are licensed and which are not	Comment noted
Having all the same colour would identify if they are a genuine taxi along with their licensing plate. And would help passengers identify them when out and about including people with poor vision.	Comment noted
Hackney carriage vehicle should be any colour	Comment noted
Doent matter on the colour whatbdoes matter is the correct licencing plate from the council thatbit is serving in woth all the correct details displayed for the user	Comment noted
Colour isnt important but clear signage and licensing information must be	Comment noted

They cost so much, this is why o don't or make sure I don't get in one as it coz so much	Comment noted
It doesn't matter as long as they are clearly marked	Comment noted
Doesn't make any difference what colour they are!	Comment noted
Think all taxis should be one colour and display on top when they are available to hire (like london)	Comment noted
Makes it easier to understand	Comment noted
I don't necessarily think they should be white but I think they should definitely be a different colour to private hire.	Comment noted
Not sure what the colour of the taxi has to do with anything. what about Black taxis?	Comment noted
All taxis should be white	Comment noted
All Taxis should look like Taxis, ie have Taxi sign on top,I nearly got in a car thinking it was a Taxi till a member of the public pulled me away	Comment noted
Any colour but a badge would help like Manchester	Comment noted
They should be any colour whichever they are	Comment noted
I don't care what colour they are.	Comment noted
Unfair to ask private hire drivers to pay for another car just because of the colour	Comment noted
Private hire any colour even white is ok	Comment noted
As long as a safe, reliable and affordable taxi, dont care what colour or type it is.	Comment noted
All taxis should be properly designed and built (like black cabs) so they are easily identified for safety reasons - too many posing as taxis Standard cars should not be allowed	Comment noted
There have been alot of private hire plates from other councils operating in kirklees for example Wolverhampton which is leading to kirklees licensing losing out on revenue.	Comment noted
There are much bigger issues in Huddersfield right now that what colour taxis are.	Comment noted
Flag down white PH any colour as they have different stickers on... duh	Comment noted

If Hackney carriage vehicles remain white, then private hire vehicle can be any colour apart from white to prevent confusion.	Comment noted
The colour of the car is irrelevant. Just means private hire drivers in cars that are white are out of a job or have to buy a new car. We all know what a white taxi is & we all know when we get a private hire taxi instead as they communicate the registration & vehicle description. I don't see how the colours of the cars matter so long as it's safe to drive	Comment noted
Hackney Too expensive	Comment noted
It would be beneficial for Hackney carriages to be one colour and private hire one colour, to assist in identification.	Comment noted
Whilst we recognise and understand the desire for uniformity, we also see the dangers to the public of such a condition, since the single colour then becomes the norm to recognise a hackney carriage, reducing the council signage impact or focus, thereby creating a risk of a late night passenger simply jumping into a white car, thinking it is a hackney carriage simply because it is the correct colour.	Comment noted
P/hire can be any colour Inc white	Comment noted
Existing policy is ok .private hire could be any colour including white	Comment noted
Private hire should be any colour	Comment noted

Question 2

Do you agree wheelchair accessible vehicles should be licensed if they are Euro 5 diesel standard?

	Percentage	Number
Agree	75%	277
Disagree	13%	47
Don't know	12%	45

Comments	Council Response
It's very hard to get hold of wav that is adapted for wheel chair and there are plenty of wheel chair users	Comment noted
There is a shortage of WAVs	Comment noted
Safety is paramount	Comment noted
Vehicles in 2023 are very expensive due to covid plus cost of living crisis hitting every one including taxi trade the most, eu5 vehicles will be cheaper to buy to insure and cheaper to repair compared to eu6 in present times	Comment noted
Yes because wavs cost upto 50% more for euro 6 than 5 this is because of all the special equipment needed . Euro 6 wav will cost approximately 15k that's average milleage and a cheap end like Peugeot/Citroen. To get a better make like a VW Caddy etc your looking over 20k. However for a euro 5 wav on the cheap end you can pick them up for around 7/8k which is more or less half	Comment noted
No	Comment noted
Euro 5 vehicles stopped being produced in September 2015 - this is 8yrs ago. I appreciate that you want a 13 year cut off for vehicles but i would suggest this is too old a vehicle and should be reduced to 10yrs	Comment noted
If it has a MOT and passed an emissions test why not. But a don't see what difference a polluting car makes because it can carry wheelchairs.	Comment noted

If it is needed to ensure a good supply WAVs, then it should be allowed.	Comment noted
As long as it is WCA it shouldn't matter	Comment noted
Euro 6	Comment noted
Should be no fee for license & vehicle license because demands is high and also wheel chairs accessible vehicles are pricey & maintenance is high. Also there should not be restrictions to issue the new license for wheelchair vehicles. I will say Operators shouldn't charge their fee and make taxi available easier for disabled people	Comment noted
Any vehicle on the road should be licenced regardless	Comment noted
Yes, these vehicles new (euro 6) can be very expensive. People will not invest if they can't afford. Will affect disable people.	Comment noted
Diesel standard is irrelevant, no ulez nonsense here	Comment noted
ALL vehicles should be licensed, taxed, insured and MOT'd o n a yearly basis, the same as everyday vehicles	Comment noted
To encourage more taxis to be wheelchair accessible	Comment noted
should be Euro 6	Comment noted
What's the euro 5 have to do with wheelchair access It's should be across the area. Another form of discretion against someone who drives a less compliant car. This question is based on working class affordability	Comment noted
Is Amy help towards cost given to purchase a new one? The wheelchair users deserve and need much more than general public these sercices	There is no financial aid to assist in the purchasing of vehicles for the licensed trade.
All private hire vehicles must be licenced	Comment noted
Why should a wav vehicle be older and not as safe or held to as high standards as a regular vehicle!	Comment noted
Why would Euro 5 make any difference? All accessible vehicles should be licensed	Comment noted
I also think that if a driver who has an accessible vehicle refuses to carry wheelchair passengers on more than 3 occasions they should be taken off the register and the additional 2 years of vehicle use should be taken away. It's wrong that far too many do this!	This comment does not relate to the question posed, this is a comment regarding driver conduct. Concerns regarding driver conduct can be reported to the licensing service at licensing@kirklees.gov.uk

We should be setting standards for the future. There are plenty of used vehicles that are WAV that meet Euro6 standards	Comment noted
All vehicles should be licensed surely	All vehicles which meet the vehicle specification policy can be licensed, this consultation is in relation to a review of the policy. If vehicles do not meet the required specification will not be licensed.
All should be euro 6	Comment noted
Dont understand the question	Comment noted
Adapting vehicles to be wheelchair accessible is expensive and Euro 5 diesels aren't very old. To prevent them from being licensed would likely result in the majority of accessible taxis being removed from service and few if any replaced as operating a non accessible vehicle will be cheaper all round especially if/when the goalposts change again and Euro 6 is deemed unworthy	Comment noted
the availability and cost of a WAV renders it difficult to obtain and unaffordable, allowing Euro 5 and Euro 6 allows some time for the car purchasing market to settle down and become more affordable again, effectively providing your licensees with some breathing space, thereby supporting your duty as an authority to ensure there is adequate provision of such vehicles.	Comment noted
The prices of WAV accessible vehicles are currently extortionate with not many drivers being able to afford a new vehicle, I believe because there's a shortage of WAV euro 5 standard should be licensed this will encourage drivers to purchase accessible vehicles.	Comment noted
Not good for environment	Comment noted

Question 3

Do you agree that door signs for displaying operator details should be magnetic?

	Percentage	Number
Agree	65%	239
Disagree	23%	86
Don't know	12%	43

Comments	Council Response
Shouldn't have door signs the tfl don't have any whatsoever apart from a round sticker on front and rear screen	Comment noted
When the vehicle is not being used for work they should be removed and the vehicle will not be targeted	Comment noted
They can be changed and a safety risk	Comment noted
There's no need to have door signs most PH firms send text messages to customers which says vehicle registration number and driver details on it	Comment noted
I don't mind to put magnetic door signs on my car. Most of the driver used the same car as family run. If look London taxi's they don't have any door signs. Now days everything is updated. People looked at the car registration number not the door signs.	Comment noted
Door sign should be abolished	Comment noted
There has many incidents when not working my car window has been smashed due to having my door stickers on which attracts thieves. Three times I had to replace my window because of this. Also I feel door stickers are not even needed because most of time customers are notified what the car registration is. Also i have been bricked when carrying passengers in various areas which are no go for taxis. Please consider drivers safety	Comment noted

No need for any door signs the numberplate is told to the customer when they book. Saves hassle for taxi drivers who are subject to stones and there cars broken in to.	Comment noted
We live the day and age where numberplates are told to us. I look out for the numberplate rather than the sticker and confirm my name.	Comment noted
Don't even need door sign they get all details on text or app	Comment noted
As kirklees Council permits drivers to work for multiple operators therefore drivers require door signage for each company they work for, the company door signage should be magnetic so that it allows drivers to quickly switch between operators although of course the signage displaying the plate number should be permanently stuck to the doors for the safety of the public. The company door signage should be allowed as magnetic to allow drivers to easily switch between operators.	Comment noted
Details of operator should be permanently FIXED	Comment noted
Reason so vehicle don't get vandalised overnight when parked on street as this always been the issue	Comment noted
Majority of council up and down the country allow drivers to have magnetic signs. Why any different with Kirklees? The driver should be allowed to removed on his day and use as a personal vehicle	Comment noted
Magnetic or no stickers at all on doors as now days we can recognise vehicles by its number plate	Comment noted
remove the stickers	Comment noted
Because when we purchase car from dealer on installment or full purchased policy and soon they come to know it's gona run in taxi they void warranty or reduce warranty which is really pain full for driver who work hard to get new car because of kirklees policy	Comment noted
I think magnetic stickers are the way forward as many drivers are working with few operators and its not practical to have permanent stickers. Also those working in health and social care should be allowed to use magnetic stickers as the vehicles are also used for work purposes. Also cars are at risk more when permanant stickers are displayed of theft and antisocial behaviour.	Comment noted

This is a must as the amount of taxis that get broken into in Kirklees is at a record high! This is because having stickers 24 hours let's criminals know it's a taxi!!	Comment noted
Local authorities like calderdale allow magnet's. Majority of drives use their work vehicle for personal use and they should be allowed to remove magnets etc when with their families doing personal errands.	Comment noted
Vehicles are used for social use as well. Magnetic stickers will be popped on when you're working	Comment noted
Because we then use our vehicles for our private use and be safe from the robbery	Comment noted
Yes definitely should be magnetic. Because we can have time with family drive take stickers off. Private hire should be magnetic because it's private higher not sticker up everywhere. Plus customers nowadays read number plates anyway with smart booking apps!	Comment noted
No	Comment noted
Some vehicles do not have metal door skins, signs should be attached by suitable fixings	Comment noted
This becomes problematic, when private hire have magnetic signs they are not always displayed – it would be better to have a blank magnetic sign to cover the permanent door sign	Comment noted
more clear at night	Comment noted
Makes it easier for drivers to run multiple booking apps and cherry pick the best fare.	Comment noted
Need more signs with bigger taxi number operator	Comment noted
Taxis are regularly targeted just because they are taxis. When you have your kids in car and are not working should be allowed to remove the magnetic stickers, it is a horrible feeling when you are driving with family and you are thinking somebody is about to throw something at your car	Comment noted
The normal signs are in essence a sign to thieves in big writing come smash my window / break into me. London has no signs at all just a twx disc on the inside of windows so why do we have these huge signs and I personally have had my csr broke and got into atleast 10 times it is expensive and a violation when each time is happens	Comment noted

causing paranoia and stress. aswell as that every operator sends car details and customers see exact travelling location of the drivers so signs are not even needed. If they are put on a magnetic backing atleast hopefully half the cars will be smashed. I tried get a window for my smashed csr I had to ring over 50 places to get it and that was absolute extortion aswell this is how common it is.	
As long as they are securely fixed and unobscured, I don't see an issue. There are some vehicles, however, whose stickers are faded or held with tape which shouldn't be allowed.	Comment noted
As long as there is something to indicate the private hire company I don't really care. Even if more than one operator. More sophisticated operators go by reg and colour.	Comment noted
No I am not convinced this is secure enough	Comment noted
Proper permanent signage	Comment noted
A taxi is a taxi not a car that swaps its identity	Comment noted
They could easily be switched for fraudulent purposes	Comment noted
Too easily swapped between vehicles	Comment noted
Dual standards is too confusing	Comment noted
I don't know how secure this is but if its on the proposal, I imagine it's pretty secure	Comment noted
These could be transferred to other unlicensed vehicles if not fixed	Comment noted
So when we can take them off while using it for personal use	Comment noted
Both stickers or magnetic should be allowed	Comment noted
No they could easily be stolen and put on another car. They must be at the rear if the vehicle and attached	Comment noted
Drivers should display the signs whilst they are working and drivers can use same vehicle on their special occasions	Comment noted
As long as they stay on when legally obliged then anything can be used	Comment noted
Keep it safe, so drivers cannot abuse it, also risk of getting pulled off by anti social kids.	Comment noted
I have had people trying to get into my taxi when not working, had lots of hassle because they see the door signs are assume you are	Comment noted

working. I have had my car broken into twice , people see the door signs and assume you have left money in there. Having removable magnetic signs would help alleviate this	
Permanent fixing should be required. Pop rivets or screws.	Comment noted
Anything magnetic can be applied to any vehicle whether the correct vehicle or not. This could promote misuse.	Comment noted
The operators license should be permanently fixed, while registered as a taxi. A sign should be illuminated when in use.	Comment noted
They should be more permanent and not easily transferrable	Comment noted
Surely that means they can be removed and put on a non registered vehicle?	Comment noted
No because they can be taken off when being driven privately which I don't agree that they should	Comment noted
Door signs are not required anymore. When booking taxis now you the passenger will get the drivers picture, vehicle picture, make and model. If London can have taxus with out any door stickers then we in Yorkshire definitely don't need them.	Comment noted
Since your printing machines have been down and drivers working without stickers. Has this placed the public in risk. The answer is no. Modern tech of booking is now the norm and passengers are given details of the driver from photo to reg details. Kirklees stickers is about making money now not moving with times	Comment noted
I don't know because currently we have stickers and they're fine but if you make license plate a sticker that'll be great	Comment noted
I would be worried it could fly off if became dislodged at high speed, eg on a motorway.	Comment noted
Because they swap & change & use unlicensed drivers and vehicles. Dangerous. Signs should be fixed.	Comment noted
As long as theybare displayed clearly it should be driver choice as to what they want on the car. If car is used as a personal car as well as a taxi as long as in working hrs the information is displayed it's not a issue	Comment noted
Should be permanently attached	Comment noted

I don;t care if they are magnetic or permanent as long as they are large and clear.	Comment noted
Should be permanent	Comment noted
No because they are then easily removable	Comment noted
It seems to easy to remove them / lose them	Comment noted
Easily placed into unlicensed drivers cars , or replacement cars that have not been checked efficiently.	Comment noted
They should only be in place when the vehicle is in service too.	Comment noted
Stickers ruin paintwork on vehicles - we spend upwards of 30k on our vehicles and then we have to use adhesive stickers on the paintwork - unfair and not necessary as long as the operator and licence number are showing	Comment noted
All signage should be permanently attached to the vehicle and should only be removed when the vehicle reaches its end of life as a taxi/hackney carriage to prevent insurance fraud and incorrect insurance being held against the vehicle meaning	Comment noted
It would be so easy then to remove and put on an unlicensed vehicle	Comment noted
They should be a fixed sign magnetic signage open to abuse to easy or a risk just to stick it on any car and ply for trade.	Comment noted
They should be permanently fixed to the vehicle	Comment noted
How would you know if the sign had been taken off and put on a non licensed vehicle without constant monitoring	Comment noted
Many are not professional on the road. Taxis that are sprayed on with details would look more professional and hopefully make the drivers more responsible	Comment noted
There should be no need for door stickers with the technology nowadays and all apps where vehicles are tracked and all vehicle's details and driver details available to all customers look at London big city no stickers	Comment noted
Taxis should be taxis all the time, properly sign written with up to date contact information clearly displayed	Comment noted
Some vehicles may be used out of working hours due to affordability and expenses of a secon vehicle so when not working the magnetic door signs can be remove so there is no confusion	Comment noted

For drivers who use them as private vehicles as well this makes it easier	Comment noted
They shouldn't be easy to remove and swap and change. That could lead to unsavoury characters stealing them and passing themselves off as legitimate drivers to the unsuspecting public	Comment noted
I think the name of the Taxi firm should be painted on the Taxi door at a magnetic one can be attached to any car also sometimes they look like they have been thrown on all lopsided and they look scruffy	Comment noted
As I hear some drivers have stones and eggs pelt at there cars	Comment noted
I agree my next door neighbours car has been broken in to twice. It was targeted because it was showing as a private hire vehicle. Door livery should be magnetic so you can take off at night when parking your car. Whenever I book a taxi I am always notified of the car registration there is no need for door livery now. It should be magnetic if still used.	Comment noted
the use of magnetic operator signage does make is more practical for those working for more than one operator, but it also imposes the risk of the magnets being stolen and simply placed onto a non licensed vehicle.	Comment noted
I believe so long as the plate number is visible to the public the operator signage containing operator name and number should be allowed to be magnetic as drivers source work from more than one operator therefore this allows them to easily attach and detach the appropriate signage when they work.	Comment noted
Some drivers have nice cars and them use for home aswel so magnet is good so when home no body can break in to over night time	Comment noted
Yes it should be magnetic or no door stickers at all because most customers see the registration of the car .stickers attracts people to throw objects at private hire vehicles and taxis	Comment noted
When vehicle is not hired its not displaying any operator.also can be used with multiple operators.	Comment noted
Feedback from licensed drivers is that operator signage enables private hire vehicles to be identified and for the drivers to be subjected to bullying, harassment, and vehicle damage. Drivers	Comment noted

believe this is particularly prevalent where they choose to work with app-based operators who have more recently entered a market, and feel their safety can be compromised. Bolt recognises the importance of signage in identifying whether a vehicle is properly licensed and recommends Kirklees Council implement council-issued door signage only — with council logos, clearly distinguishing the vehicle as a private hire vehicle. We believe the council should consider removing the Operator signage requirement entirely. Many Licensing Authorities are opting for this approach which is aligned with the Department for Transport Best Practice Guidance.

Question 4

Do you agree that all existing licensed Euro 5 standard vehicles except for wheelchair accessible vehicles should cease to be licensed at 10 years old?

	Percentage	Number
Agree	47%	172
Disagree	44%	164
Don't know	9%	33

Comments	Council Response
Why not 15years like other councils	Every local authority sets its own vehicle policy and age limits vary from authority to authority.
Age limit is irrelevant to public safety Dft guidelines say No age limits	Comment noted
They should carry on, as long as MOT passed.	Comment noted
If the vehicle is in good condition it should be licensed again	Comment noted
Used vehicle prices are very high. It's very difficult to buy new vehicle in this hard time so it would be great to give them 2 years extra	Comment noted
Should be moor	Comment noted
should be 15 years	Comment noted
It's should be atleast 12 years	Comment noted
Why should vehicles be ceased at 10 year's old when purchasing a new vehicle can cost in the region of 10/15k. Drivers don't have this sort of money lying around. Work is so much quieter now than before covid and it looks like it's going to get worse . Please allow vehicles to be plated until they are no longer roadworthy however long this is. There are so many older cars well kept and low milleage that are better than newer cars.	Comment noted
Vehicles that run good should be kept going.	Comment noted
No	Comment noted

If they pass safety checks, and continue to meet euro 5 standards, and are in good condition let them operate.	Comment noted
If the vehicle is still in reasonable condition, it should still be allowed to be licensed.	Comment noted
including wheelchair accessible vehicles	Comment noted
Maximum age of any vehicle should be 8 years.	Comment noted
No age limit	Comment noted
Again what difference does a wheel chair vehicle make to the health of my lungs. The council is thinking equality before common sense.	Comment noted
100% no, should be at least 12-13 years if not 15	Comment noted
the car is well maintained it should carry on most taxi cars are much better maintained than normal cars due to it being the earner and own and passenger security	Comment noted
The vehicles should be allowed for 15 years providing they are kept maintained	Comment noted
This should be the case not just from an environmental perspective but also from an occupant and pedestrian safety perspective as newer vehicles have better safety equipment such as better airbags as well as emergency braking and pedestrian detection systems. Newer cars are also made from stronger materials which would improve occupant safety. Given both hackney carriages and private hire vehicles spend all day on busy roads near schools and in our town centres, there should be an age limit for vehicles for both an environmental and safety perspective to ensure the safety of those in and around the vehicle.	Comment noted
As long as it passes the council's MOT it should be allowed to carry on.	Comment noted
This should be in line with rest of the surrounding authorities	Comment noted
Far more carbon neutral to not be making new cars and throwing away old ones that are perfectly good. How profligate!	Comment noted
I think it depends on the vehicle and of our continued to pass MOT. My car for example is 15 years old and in really great shape but...I appreciate I do not do the miles of a taxi driver. On balance 10 years seems a fair idea.	Comment noted

Vehicles are too expensive now a days allow them maximum	Comment noted
The conditions of the vehicle rather than the age is more appropriate	Comment noted
The cars are getting expensive to afford	Comment noted
If the vehicle is well maintained it should be allowed to a taxi	Comment noted
15 years min	Comment noted
A 10 year old car is too old. Safety features improve every year. 10 years is far too old	Comment noted
If a vehicle has been maintained properly it will work well. Some cars under 10 years old should be taken off the road because of emissions etc. it should be down to a yearly test - the MOT should pick up problems.	Comment noted
I am in favour of eco friendly vehicles, so maybe as an incentive to keep euro 6 vehicles longer in trade would be more appealing as long as Euro 5 are given up after 10 years. Also extend first registered to more years for Euro 6 again a big incentive for driver to move to more eco friendly vehicles.	Comment noted
you could have a 10 year old car with 30000 or a 5 year old car with 200,000 miles on, which is likely to be more reliable and look better. If it passes an MOT sureley its safe to use	Comment noted
The condition is probably more important than the age so should probably have a yearly check similar to a Mot bur need to take in the condition of the seating etc	Comment noted
It will just add to costs. a 3 year old vehicle can be in worse condition than a 15 year old vehicle depending on maintenance	Comment noted
Minimum 15yrs	Comment noted
As long as a vehicle is maintained to the highest standards the age of the vehicle shouldn't come into it. As for Euro 5 and pollution, a well maintained 10+ year old taxi has a far less impact on the environment if it is allowed to continue in service for as long as is practicable rather than having to be replaced by a new taxi, who's build will have, by far, exceeded the environmental impact of keeping an older vehicle in service. Replace something when it is worn out, not at the whim of some idealist who thinks 'old' must be bad, when said 'old' may well have many more years useful service to offer.	Comment noted

6 years maximum	Comment noted
ALL vehicles should cease to be licensed at 10 years	Comment noted
To improve on environmental issues	Comment noted
Does the age matter? Perhaps it's the mileage that matters more	Comment noted
Again why one set of rules to another.	Comment noted
All vehicles should cease licencing at 10 yrs old	Comment noted
As long as the car is in a roadworth state and passes mot etc then age shouldn't matter	Comment noted
To keep the car up to date, and know it's safe to travel about..	Comment noted
they should be allowed to work as long as it is safe beyond 10 years	Comment noted
Should be based on the way the vehicle is performing, how it looks and if it's been looked after	Comment noted
I agree in essence, however if a vehicle is found unsuitable at any review prior to turning 10 the license should be revoked immediately and permanently	Comment noted
Not if they are kept in good order and are safe	Comment noted
Any vehicle over 5 years old should be cease	Comment noted
It depends on the condition of the car.	Comment noted
Unfair cost to driver	Comment noted
10 years is far too long for a standard car to be used as an 'industrial tool'	Comment noted
Work is quite so need a longer term on tge vehicle as long as it is upto standards	Comment noted
High mileage, high wear and tear	Comment noted
So long as a driver can provide proof that any remedial work for the emissions issue was carried out by the dealer as a result of the recall they should be allowed to continue use. Stop forcing people to throw away perfectly usable cars. Drivers who skipped the remedial work should be required to have the work done to continue using the vehicle.	Comment noted
All vehicles should cease to be licensed at 10 years old. There are already enough poor quality vehicles in service.	Comment noted
Should be same as others	Comment noted

15 years min	Comment noted
provided a vehicle passes its roadworthiness tests regularly, there is no justifiable reason to run the risk of potentially removing vehicles from fleet within the next two to three years, considering of course the fact that Euro 6 came out in 2015, effectively meaning that under such a condition, from 2025 onwards, less than 2 years, drivers could find themselves in a position of having to prematurely replace vehicles.	Comment noted
If the vehicle is well maintained and in good conditions then there should be no obligation licensing it past the 10 year mark so long as it complies with the inspection criteria.	Comment noted
They should get extension for 5 years	Comment noted
Limit should be 20 years regardless of euro 5 or 6	Comment noted
All should be ceased	Comment noted

Question 5

Do you agree that all wheelchair accessible vehicles should cease to be licensed at 16 years old?

	Percentage	Number
Agree	63%	230
Disagree	27%	98
Don't know	11%	40

Comments	Council Response
Should cease till the driver wants to change vehicle	Comment noted
There's a short of WAVs and it's a cost of living crisis I think it should be open age limit	Comment noted
As long as MOT passed, 16 year or 25 years	Comment noted
Shouldn't it be based on state of building	Comment noted
16 years is decent but I think there should not be a limit as long as the vehicle is tested and runs within the legal limits then I don't see a problem for even 20+ year old vehicles. Please remember way vehicles cost a lot more to purchase in the first place .	Comment noted
Not if they're running perfectly	Comment noted
If the vehicle is in good condition and well maintained should be granted a license	Comment noted
No	Comment noted
If they pass safety checks and are in good condition let them operate.	Comment noted
If the vehicle is still in reasonable condition, it should still be allowed to be licensed.	Comment noted
I think they should not be licensed after 10yrs	Comment noted
old cabs not comfortable	Comment noted
Max 10 years	Comment noted
No age limit	Comment noted

A non wheel chair vehicle can be in the same bad state of repair as a wheelchair accessible vehicle.	Comment noted
well maintained should carry on	Comment noted
This should be the case not just from an environmental perspective but also from an occupant and pedestrian safety perspective as newer vehicles have better safety equipment such as better airbags as well as emergency braking and pedestrian detection systems. Newer cars are also made from stronger materials which would improve occupant safety. Given both hackney carriages and private hire vehicles spend all day on busy roads near schools and in our town centres, there should be an age limit for vehicles for both an environmental and safety perspective to ensure the safety of those in and around the vehicle.	Comment noted
If it passes MOT it should carry on	Comment noted
If the vehicle is safe and road worthy it shouldn't be taken out	Comment noted
10 years max.	Comment noted
10 year maximum	Comment noted
Same standards should apply	Comment noted
Younger	Comment noted
The conditions of the vehicle rather than the age is more important	Comment noted
Should be given more time	Comment noted
If the vehicles condition is sound then it should be allowed to remain operating for 20 years	Comment noted
Should cease to be licensed at 10yrs old too.	Comment noted
Unlimited	Comment noted
If a vehicle has been maintained properly it will work well. Some cars under 16 years old should be taken off the road because of emissions etc. it should be down to a yearly test - the MOT should pick up problems.	Comment noted
Wheel chair vehicles could be expensive to buy / convert. This should be used as a incentive so drivers can invest in these vehicles so they can continue to serve the disabled community	Comment noted
No licensed vehicle should be more than 10 years old.	Comment noted

If it passes an MOT what does it matter how old it is	Comment noted
As above the condition is more important than the age	Comment noted
as above	Comment noted
Minimum 16 years ideally longer if good condition	Comment noted
10 years maximum	Comment noted
ALL taxis should cease at 10 years.	Comment noted
Seems reasonable	Comment noted
Why not have all taxis 10 years or younger so we know that the taxis are more likely to be fit for the road	Comment noted
should 10years as above	Comment noted
It should be the same 10yrs as other licenced vehicles, as a passenger's life in a trusted vehicle should be equally valued regardless of type of vehicle travelling in..	Comment noted
Or more	Comment noted
Again if the car is in good condition, services and mots are passed along with all your other safety checks not a issue	Comment noted
All vehicles should have the same timescale on them. 10 years.	Comment noted
Why should these be any different?	Comment noted
All dependent on how the vehicle looks and has been looked after, it may still have low mileage if only used for a contract and may be in better state than a much newer vehicle.	Comment noted
There is more requirement for a WAV to be in a safe and functioning manner due to the possibility of carrying individuals that cannot move under their own ability therefore the test should be more comprehensive and they should also have to adhere to the 10 year maximum lifespan for licensing	Comment noted
As above	Comment noted
This should be 5 years	Comment noted
Every taxi private hire vehicle should have a 10 year life expectancy the mileage and amount of abuse the interior takes in 10 years is astronomical technology moves at a fast rate these days at 10 years the car becomes more or less worthless and in some case seats	Comment noted

become worn uncomfortable. Modern cars are not built for the durability they are built with an of life cycle in place.	
Why should disabled users have to be driven around in a old vehicle when they are paying the same fare as able bodied users	Comment noted
Bias question with no reasonings of why 16 year old is a cut of point. Poorly worded.	Comment noted
A wheelchair accessible taxi should be checked that it's still up-to-date with access at 10years before been approved to go to 16 years old	Comment noted
Depending on the conditions of the car.	Comment noted
Unfair cost to driver. Not sure of the reasoning around this as you are saying there aren't many. Surely a car big enough for a wheelchair will be more expensive	Comment noted
I think they should be 10years old having worked on numerous vehicles with wheelchair access also I think ramps should be taken away	Comment noted
I think they should be 10 years as well OR have more frequent checks for safety	Comment noted
So long as it's had the Euro 5 remedial work done to ensure it actually works within the standards when being driven and is still safe just leave it alone	Comment noted
All vehicles should cease to be licensed at 10 years old. There are already enough poor quality vehicles in service	Comment noted
Lifetime until they don't run	Comment noted
WAV vehicles are difficult enough to source, at an affordable price, with the only WAV currently available being the LEVC at a cost of around £70k, within only real time EV mode ranges of around 48 miles. although 16 years for a serving taxi is quite a long time, with potentially very high mileage, we find that where there is an age limit in place, it is counterproductive, since where a vehicle would normally be well maintained, this ceases to be the case where there is only 12 to 24 months life left in the vehicle even if in pristine condition.	Comment noted
They are expensive to buy and convert	Comment noted

Limit should be increased to 20 years	Comment noted
It seems sensible but only if there are enough wheelchair accessible vehicles. In my view, all Hackney carriages should be wheelchair accessible so that disabled people have the same opportunity to hire a taxi.	Comment noted

Question 6

Do you agree that all ultra-low emission vehicles should cease to be licensed at 16 years old from date of first registration?

	Percentage	Number
Agree	63%	234
Disagree	29%	106
Don't know	8%	31

Comments	Council Response
But this should be applied to all vehicles not just ultra low	Comment noted
Expensive cars should cease when the driver wants to	Comment noted
No age limit on age on emissions compliance cars	Comment noted
They should be allowed to run for as long as they can as long as they are in a good, safe condition	Comment noted
All hybrids should be allowed to 16 years not ulev (70gm) emissions as all other hybrids are just as expensive and most of the taxis wont meet the ulev limit	Comment noted
Same as above	Comment noted
The ultra low emission Vehicle electric or hybrid should be licensed till 18 years	Comment noted
Yes including hybrid and euro 6 diesel vehicles as they are low emission	Comment noted
Ultra low emissions vehicle should not have a exit time as they are deemed better for the environment. And also help reduce emissions and allow cars to be recycled and used.	Comment noted
16 years is decent but I think there should not be a limit as long as the vehicle is tested and runs within the legal limits then I don't see a problem for even 20+ year old vehicles.	Comment noted
Vehicles that are roadworthy should be kept on road.	Comment noted
If the vehicle is in good condition and well maintained should be granted a license	Comment noted

Ultra low is fully electrics only hybrids like Toyota should be given 16 years as all other councils in West Yorkshire.	Comment noted
No	Comment noted
If they pass safety checks every six months and are in good condition let them operate.	Comment noted
If the vehicle is still in reasonable condition, it should still be allowed to be licensed.	Comment noted
10 yrs - you seem to believe that a 10yr+ vehicle is acceptable. These vehicles irrespective of service history will have in excess of 150,000 miles (15,000 miles per year as a minimum), there performance will be reduced, ultra low emission vehicles including electric will have reached their end of life	Comment noted
Max 8/10 years	Comment noted
No age limit	Comment noted
Yes because they are too old and the engines will be worn to an extent where they will be polluting more nox than the manufacturers claimed at new	Comment noted
Yes 16 years sounds fair	Comment noted
They should carry on for longer as can be very well looked after so very reliable	Comment noted
This should be the case not just from an environmental perspective but also from an occupant and pedestrian safety perspective as newer vehicles have better safety equipment such as better airbags as well as emergency braking and pedestrian detection systems. Newer cars are also made from stronger materials which would improve occupant safety. Given both hackney carriages and private hire vehicles spend all day on busy roads near schools and in our town centres, there should be an age limit for vehicles for both an environmental and safety perspective to ensure the safety of those in and around the vehicle	Comment noted
If it passes the MOT it should be able to carry on.	Comment noted
10 years max	Comment noted
10 year maximum	Comment noted
This should be dependent on their actual emissions	Comment noted

Younger	Comment noted
As previous comments	Comment noted
10 years is long enough live span for any hackney carriage vehicle	Comment noted
As they are expensive to buy and there's hardly any work should be given more time	Comment noted
Should be given more time	Comment noted
Unlimited	Comment noted
If a vehicle has been maintained properly it will work well. . it should be down to a yearly test - the MOT should pick up problems.	Comment noted
16 years is a good limit by all means after 10 - 12 years introduce 2 MOT per year. Again incentivise so drivers can opt for eco friendly vehicles.	Comment noted
10 years should be the limit	Comment noted
why, theres no logical reason to. Its Low Emission, scrapping a car to buy another that has to be manufactured defeats the object	Comment noted
I agree but the criteria ulez to be 75o2 emissions I disagree all hybrids should be licenced to 16 years	Comment noted
Minimum 16 years ideally longer if good condition	Comment noted
Vehicles should be replaced when they are worn out, not at the whim of some idealist who thinks age means old! A 16 year old Ultra-low emission vehicle, as long as it is maintained in good condition, should stay in service for as long as possible. Far more environmentally friendly than a new replacement whose build will have caused far more damage to the environment, especially if it is an electric vehicle.	Comment noted
10 years maximum	Comment noted
ALL taxis should cease at 10 years	Comment noted
Seems reasonable	Comment noted
Same as above	Comment noted
should be 10 years	Comment noted
It should be 10 yrs old for all across the board. There is no equality in service otherwise	Comment noted
Or more	Comment noted

As long as car is in a roadworthy state and passes mots checks etc shouldn't matter	Comment noted
they should remain licences as long as it meets safety standards even beyond 16 years	Comment noted
They should cease at 10-years	Comment noted
Same as above	Comment noted
10 years maximum blanket enforcement	Comment noted
As above	Comment noted
All taxis should cease after 5 years	Comment noted
This is a very bias questionnaire without context and quite basic. Rather than 'I do not know' it should explore wider aspects. And explain the importance to each question. It's an absolutely awful questionnaire. Has this been peer reviewed by other councils please.	Prior to completing the questionnaire, it was recommended that participants read the draft policy to enable them to answer the questions in context with the policy. In addition, the questionnaire also gives participants the opportunity to submit any other comments at the end of the questionnaire.
It's not just about it meeting emissions but what the intearea is like after years of carrying passengers	Comment noted
Stop making life hard for taxi drivers	Comment noted
So long as it's safe and meeting the emissions requirements (tested during MOT) it's fine. That's why cars are tested periodically	Comment noted
As some of them are really nice cars so should be allowed a longer time in taxi	Comment noted
All vehicles should cease to be licensed at 10 years old. There are already enough poor quality vehicles in service.	Comment noted
As the ultra low emissions vehicles are expensive some drivers won't be able afford to buy after that period	Comment noted
Lifetime until they don't run	Comment noted
although 16 years for a serving taxi is quite a long time, with potentially very high mileage, we find that where there is an age limit in place, it is counterproductive, since where a vehicle would normally be well maintained, this ceases to be the case where there is only 12 to 24 months life left in the vehicle even if in pristine condition.	Comment noted
Limit should be increased to 20 years	Comment noted

Question 7

Do you agree that vehicles licensed to 16 should be subject to 2 compliance tests a year between years 13 to 16?

	Percentage	Number
Agree	51%	189
Disagree	43%	159
Don't know	6%	21

Comments	Council Response
When a vehicle has its MOT like any other vehicle it goes through a tougher test	Comment noted
Mot is more than enough	Comment noted
1 compliance test per year is enough for all age vehicles	Comment noted
1 compliance test is sufficient. You will find majority of drivers maintain vehicles to a high standard as it is their investment and pride	Comment noted
Standard MOT is ok, one mot can be done by council	Comment noted
Should be one	Comment noted
But from any mot grade not only from kirklees mot system.	Comment noted
1 test is more than enough, unless you see many faults at the time of test then it's fair enough to call that vehicle back in 6 months. Every vehicle should be different.	Comment noted
If it passes mot the vehicle is roadworthy extra tests puts unnecessary pressure on the driver.	Comment noted
Don't agree because drivers do look after their vehicles because they are their livelihood	Comment noted
One test is enough per year. Having more is pointless as spot checks are made and why is it that necessary, normal vehicles much older only have one MOT regardless of age. As long as it passes the initial compliance test there should be no need for another before the expiry date.	Comment noted

two compliance checks each year should be carried from a vehicle been 7 years old, licensed vehicles do a lot of mileage each year	Comment noted
No I don't agree with this at all should be one and mot or a check in one year as usual. Is the private MOT centre or council	Comment noted
No	Comment noted
All vehicles should be subject to six monthly checks from first being issued a licence	Comment noted
If the vehicle is still in reasonable condition, it should still be allowed to be licensed.	Comment noted
shouldnt be older than 10yrs	Comment noted
too many unroadworthy cabs on road	Comment noted
Max 8/10 years	Comment noted
No age limit	Comment noted
An extra cost a richer driver with a newer vehicle doesn't have to pay. Punishing a poorer driver	Comment noted
1 a year is more than enough, the testing centres cannot cope already with the current system, unless you do like other councils and allow subcontracting to other registered MOT centres	Comment noted
1 test is fine the council has already huge backslashes long awaits and expensive fees compared to some others. A taxi is better maintained than normal cars.	Comment noted
This is a sensible idea.	Comment noted
An annual MOT IS ENOUGH however the cost of MOT should be reduced kirklees MOT us very expensive and we should be able to get MOT,s from any respectable garage.	Comment noted
That's fair for an ageing vehicle in interests of public safety	Comment noted
No should be once a year like every other car	Comment noted
There are already enough expenses for the drivers and one compliance test is enough to establish weather its fit to remain for another year	Comment noted
From 10 to 16 years.	Comment noted
They should be off the road at 10 years as a taxi	Comment noted

The yearly MOT test is good enough - but the quality of the MOT can be an issue. Taxis should have to use licensed MOT stations that are regularly inspected	Comment noted
10 years old should be the limit	Comment noted
Car mot should be 1 year not every 6 months.	Comment noted
1 yearly	Comment noted
From 6 years to maximum of 10 years, they should have twice yearly checks	Comment noted
ALL taxis should cease at 10 years	Comment noted
Seems reasonable	Comment noted
End them at 10 years	Comment noted
should be from year 10	Comment noted
You cannot manage one test how are you going to manage two. Again is this about money or you going to do what other local councils do. Have a look at Wolverhampton And Leeds. Drivers will change to another council rather than kirklees Ask Leeds it had to change their policy as they were losing money	Comment noted
All vehicles should have 2 tests 8yrs and 10yrs. Older cars have more chance of being poorly maintained to a high standard.	Comment noted
Should be done every 2 years regardless if age if car	Comment noted
it should be tested once but mot should be done at independent mot approved centres	Comment noted
If they are allowed to be licensed after 10 years they should be subject to a test at least 3 times per year as these vehicles will undoubtedly be extremely high mileage and more susceptible to mechanical failure!!!	Comment noted
Seems reasonable for older vehicles	Comment noted
Shouldn't be used after 5 years	Comment noted
They should not be on the road as a vehicle moving paying public about on a regular basis	Comment noted
Though I do think all taxis/minicabs should have 2 tests after 6 years, many are in a shocking state	Comment noted

Taxis should be treated like our own personal vehicles with no money making schemes making their lives harder.	Comment noted
All taxis should have at least 2 mot inspections yearly starting as soon as they are registered as a taxi	Comment noted
And onwards after 16 years because if a car is still safe and running correctly within emissions requirements there's no need to remove it from service. We as a society need to stop with the constant disposal of perfectly good things because they're 'old' - it's a waste of valuable resources, carbon emissions and money!	Comment noted
I dontthink compliance test it not necessary the drivers should have a good understanding of there vehicles condition and history.... if it has good history 1test... bad list of history 2test	Comment noted
All vehicles should cease to be licensed at 10 years old. There are already enough poor quality vehicles in service.	Comment noted
There is no need yearly is OK as they are better maintained than private vehicles	Comment noted
since the very nature of the work performed means high mileage, it is not unreasonable to have 2 compliance checks/ MOT's per year.	Comment noted
Yes I agree with this as with it being an old vehicle it is important to regularly carry our inspections to ensure it is fit for purpose.	Comment noted
Why 2 yearly is good	Comment noted
1 compliance test is sufficient and other should be a normal mot from any mot station	Comment noted

Question 8

Do you agree that electric vehicles should cease to be licensed at 20 years old?

	Percentage	Number
Agree	62%	231
Disagree	25%	94
Don' know	12%	45

Comments	Council Response
Electric vehicles should get more time on road it costs so much more to buy	Comment noted
I don't like electric cars	Comment noted
Batteries car are not reliable for high mileage	Comment noted
Depends on condition	Comment noted
20 years is decent but I think there should not be a limit as long as the vehicle is tested and runs within the legal limits then I don't see a problem for even 20+ year old vehicles. Electric vehicles are very expensive in the first place and are built to last a life time	Comment noted
Electric vehicles are not regulated properly enough unlike combustion vehicles	Comment noted
No	Comment noted
If they pass safety checks and are in good condition let them operate	Comment noted
An electric vehicle will not last 20yrs. Battery replacement on the currently most efficient vehicle has a shelf life of 10yrs - 20yrs but manufacturers only give a 5 - 8yr warranty	Comment noted
worn out suspension not comfy	Comment noted
Max 810 years	Comment noted
No age limit	Comment noted
10 years max.	Comment noted

Yes sounds fair	Comment noted
carry on	Comment noted
I feel 16 years should be the maximum with two tests from 13 to 16 from an occupant and pedestrian safety perspective as newer vehicle will be made from stronger materials and have better emergency systems improving safety for those in and around the vehicle	Comment noted
If it passes MOT it should carry on	Comment noted
Max 10 years	Comment noted
10 year maximum	Comment noted
Again depends on performance and compliance with safety and emissions regulations	Comment noted
Given that electric vehicles don't last that long, or at least the batteries don't (10 yeas max if you are highly optimistic) what is the point of this sentence?	Comment noted
Don't know enough about them yet	Comment noted
Absolutely they are still as physically dangerous	Comment noted
As previous comments, conditions rather than age of vehicle	Comment noted
I don't think EVs are the answer, hybrids like the Prius are the answer	Comment noted
Can't imagine they will still b running at 20 years! The new electrics will not be	Comment noted
The should be licensed because they are on the road.	Comment noted
Excellent initiative. Long term investment by drivers and great for environment	Comment noted
10 years old should be the limit	Comment noted
a electric vehicle wont get to be 20 years old, the batterys will be gone well before then and are too expensive to replace	Comment noted
Should be 16 years with 2 tests from 13 to 16.	Comment noted
I doubt most electric vehicles will reach 20 years old. The li-on batteries will have given up the ghost years before they reach 20 years old and proved prohibitively expensive to replace, or had set the vehicle on fire in the first 5 years of the vehicles life!	Comment noted
12 years maximum	Comment noted

ALL taxis should cease at 10 years	Comment noted
More environmentally friendly	Comment noted
If it's electric they are fine	Comment noted
Not hybrids, fully electric vehicles otherwise it defeats the object	Comment noted
should cease to be licensed at same point as other vehicles	Comment noted
Again why the electric euro 5 etc. Should be the same across. The board	Comment noted
It should be 10yrs for all vehicle types an old electric vehicle shouldn't be any different to that of a petrol or diesel vehicle	Comment noted
Don't know enough about the workings of an electric car so comment on this	Comment noted
These should be licensed until 10 years. Technology is changing so fast, in 20 years time we might find they are very unenvironmentally friendly compared to options available at that time.	Comment noted
For safety and maintenance they should be limited to 10-years.	Comment noted
All vehicles should be subject to 10 years maximum blanket enforcement	Comment noted
I don't know about electric vehicles so cannot comment	Comment noted
It should be fixed at 10 years same as petrol and diesel the vehicle is still subject to the same mileage and abuse irrespective of the fuel it's running on.	Comment noted
We don't have enough evidence to know about these cars long-term	Comment noted
Should be the same as fuel cars. More to do with the professionalism and improved responsibility on the roads as opposed to just emissions	Comment noted
If a vehicle is in good safe condition, leave it alone.	Comment noted
Sooner maybe 10	Comment noted
They shouldn't be being used at this age	Comment noted
They should be held to same standard as petrol and diesel vehicles	Comment noted
They should cease to be licensed when they are no longer safe. That may happen in 20 years, 20 months...and why run an electric car for 4 years longer than an ICE car? Provided safety can be	Comment noted

upheld a car should continue to be used	
I dont think they will last that long anyways	Comment noted
All vehicles should cease to be licensed at 10 years old. There are already enough poor quality vehicles in service.	Comment noted
10 years.	Comment noted
They should be given more times as they not cheap to buy	Comment noted
there is no justifiable reason for an EV to have a longer life than an ICE vehicle, there are still bodywork, suspension, steering, and other components parts of the vehicle that just as likely to fail as any other vehicle.	Comment noted
Expensive to buy	Comment noted

Question 9

Do you agree that electric vehicles should be subject to 2 compliance tests a year between 13 and 20?

	Percentage	Number
Agree	46%	170
Disagree	45%	166
Don't know	9%	32

Comments	Council Response
1 test is enough for all ages	Comment noted
compliance test is sufficient. You will find majority of drivers maintain vehicles to a high start as it is their investment and pride	Comment noted
1 test is more than enough, unless you see many faults at the time of test then it's fair enough to call that vehicle back in 6 month's. Every vehicle should be different	Comment noted
Electric vehicles shouldn't be on the road	Comment noted
Mot means Mot why every 6 months when drivers do look after there vehicles because they are there livelihood	Comment noted
two compliance checks each year should be carried from a vehicle been 7 years old, licensed vehicles do a lot of mileage each year	Comment noted
No	Comment noted
All vehicles should be tested every six months from first licencing.	Comment noted
as above no more that 10yrs	Comment noted
should be 3 ayear	Comment noted
Max 8/10 years	Comment noted
No age limit	Comment noted
Same reasons as above, council cannot cope already to fit in MOTs	Comment noted
I still think it should be to a maximum of 16 years	Comment noted
This is a extra cost for the owner an annual inspection is enough	Comment noted
Should be bi yearly all it's life	Comment noted

Offer a prize to any EV that actually makes it to its 10th birthday?	Comment noted
There are already enough expenses for the drivers and one compliance test is enough to establish whether it's fit to remain for another year	Comment noted
Even more than twice a year.	Comment noted
I am very sceptical that electric cars will last 13 - 20 years but yes if they are on the road and carry passengers they should have to pass compliance tests.	Comment noted
10 years old should be the limit	Comment noted
All taxis should have yearly checks	Comment noted
Should be 13 to 16 years only though	Comment noted
1 yearly	Comment noted
Twice yearly checks for last 4 years up to 12 years old	Comment noted
ALL taxis should cease at 10 years	Comment noted
Seems reasonable	Comment noted
Yes but at 8 and 10 yrs. Not over that.	Comment noted
Once annually is suffice.	Comment noted
If they are allowed to be licensed after 10 years they should be subject to a test at least 3 times per year as these vehicles will undoubtedly be extremely high mileage and more susceptible to mechanical failure!!!	Comment noted
Seems reasonable	Comment noted
The compliance cost should be more affordable if two tests are needed	Comment noted
Same as above	Comment noted
See above comment about being at same compliance as petrol and diesel vehicles	Comment noted
And beyond 20 years	Comment noted
Because if they go wrong it can be very dangerous however I think your vehicle examiners need to be qualified more in depth in EV vehicles	Comment noted
there should be no difference in testing requirements	Comment noted
Yearly is fine	Comment noted
1 compliance test is ok	Comment noted

Question 10

Do you believe that there should be no upper age limit for any licensed vehicles?

	Percentage	Number
Agree	51%	188
Disagree	43%	159
Don't know	6%	22

Comments	Council Response
Yes as long as the vehicle passes its road safety checks	Comment noted
No age limit is best for everyone	Comment noted
You will find majority of drivers maintain vehicles to a high start as it is their investment and pride	Comment noted
Yes if the vehicle is roadworthy and running there's no need to get rid. Cars are not cheap like they were before. Wages have decreased and car prices have increased.	Comment noted
Vehicles that are roadworthy can be at any age	Comment noted
If the vehicle is in good condition and well maintained should be granted a license	Comment noted
No	Comment noted
I dont think any vehicle should be over 10yrs old.	Comment noted
cars falling to pieces	Comment noted
Max 8/10 years	Comment noted
No age limit	Comment noted
The interiors are in such a state after 20 years who would want to get in	Comment noted
Although I understand the environmental argument for keeping an older vehicle on the road for longer, the safety of occupants and pedestrians should come first when it comes to taxis. An older vehicle doesn't have the same braking or airbag capabilities compared to a modern vehicle which will have added features such	Comment noted

as emergency braking and pedestrian detection as well as reversing cameras and a better safety rating	
Yes i do if it passes MOT and is Road worthy and well looked after why not.	Comment noted
Except for specialised vintage services regularly checked	Comment noted
Should depend on verifiable emissions and safety criteria	Comment noted
So long as it is serviced and MOT'd and I'm good working order as with all other cars on the road	Comment noted
Maybe the decision should be based on mileage rather than chronological age of the car?	Comment noted
Age 65 should be the cut off point for driver age	Comment noted
I think there should be a age limit but 12 years is too less as vehicles are very expensive to buy up to 16/20 years would be great and I'm sure drivers would highly appreciate it	Comment noted
As long as a vehicles condition is good then it should be allowed to remain operating regardless of age	Comment noted
Upper age limit no longer than 12yrs.	Comment noted
10 years is old enough. Cars are much safer now	Comment noted
Maximum 20 years	Comment noted
If a vehicle has been maintained properly it will work well. But there needs to be a geed enough network of inspectors the check vehicles	Comment noted
Age does not matter. Each vehicle should be assessed on its maintainance record or over all condition. A 15 year old vehicle with 100,000 miles is safer compared to 7 year old with 175.000	Comment noted
10 years old	Comment noted
as long as the car passes an MOT its safe to use, thats the idea of an MOT. If its good enough for privately owned vehicles why should it not be good enough for a taxi/PHV	Comment noted
But the condition should be checked the look as well as the mechanical okness	Comment noted
If in good condition let it carry on	Comment noted
As long as they are maintained to the highest standards, both mechanically and safety wise there is no practical reason why a licensed vehicle should have an upper age limit.	Comment noted

ALL taxis should cease at 10 years	Comment noted
Unless it is specifically a classic car/vehicle then should not be licensed after 10 years	Comment noted
I believe the maximum limit for a licensed vehicle should be 12yrs max with tests at 10yrs	Comment noted
Dependent on how well they have been maintained	Comment noted
Peoples safety would be compromised by licensing older vehicles and open the licensing authority to legal action as a result	Comment noted
Again if they are well maintained and safe	Comment noted
A vehicle is built for a purpose with a end of life cycle taxis although well maintained are subject to a life time of abuse they are not built for 24 /7 working	Comment noted
Safety is important - older vehicles may not be safe	Comment noted
All licensed taxis should have the same age limit be it private or hackney carriage	Comment noted
Maximum of 10 years old	Comment noted
Unless there are any compelling risks due to the type of safety technology used - for example lack of airbags, lack of seat belts, lack of crumple zones. Or of course if the car has been found to have serious signs of structural issues which can't be safely repaired	Comment noted
I believe a Taxi should not be any older than 10 years old they do far more miles than an average car and they are carrying the paying public so safety should be a priority	Comment noted
As above depending on history	Comment noted
10 year max.	Comment noted
The age of vehicles are important and checks need to be done	Comment noted
That will not be fair as its already licensed they should be given that extra time	Comment noted
we have to ensure that modern technology that is adapted and implemented into newer vehicles such as automatic braking, lane departure alerts etc are naturally introduced into the fleet.	Comment noted
Why not	Comment noted

Question 11

Do you agree that CCTV should be the choice and responsibility of the vehicle owner?

	Percentage	Number
Agree	67%	250
Disagree	30%	110
Don't know	3%	11

Comments	Council Response
All vehicles should have CCTV and be registered with the ICO. All footage should be available should a customer complain, this is to ensure public safety	Comment noted
The owner of the vehicle can shop around	Comment noted
All should have cctv	Comment noted
Council should fund it	Comment noted
I think it should be the Council's responsibility to keep your drivers safe at all times	Comment noted
Should be compulsory protects passengers and driver	Comment noted
Vehicle owners should be allowed to use cctv as per safety measures. Lone workers are at greater risk of harm and such.	Comment noted
Yes because most licensed vehicles are people's private vehicles for home use with family. CCTV should be upto the driver	Comment noted
CCTV costs money installing which may never be used in the court of law. Taxi drivers tend to reject risky fares, hence it won't make a difference	Comment noted
No	Comment noted
Should be mandatory in all public and private hire vehicles.	Comment noted
There should be a better minimum standard to help protect drivers and passengers	Comment noted
All cars should have CCTV	Comment noted

it shouldn't be a choice, it should be part of the license rules. It should not be funded by Kirklees Council	Comment noted
yes but to authority standards	Comment noted
Council should pay as its an added cost	Comment noted
If I driver has conflict management skills why does he /she need a costly cctv system, taxi can be wrote of at any time. Will insurance pay this cost to install in to a new vehicle. I highly doubt it.	Comment noted
Should be fitted as standard safety of passenger as well	Comment noted
Yes should be drivers choice solely because of the cost of buying and fitting	Comment noted
It should be a choice as taxis are also used as personal family vehicles	Comment noted
it should be mandatory	Comment noted
Mandatory	Comment noted
For the safety of passengers, especially the vulnerable ones, it should be compulsory!	Comment noted
I think it should be mandatory and passengers would surely feel safer. If the driver doesn't want it... Why not?	Comment noted
I think all vehicles should have cctv	Comment noted
This should be compulsory for both the safety of the driver and customer	Comment noted
It should be mandatory on all vehicles and both interior and exterior cameras installed	Comment noted
They should be compulsory as part of the license	Comment noted
It should be clear that the taxi has CCTV if it has when a customer gets into the vehicle. I am assuming CCTV records inside the vehicle - visual and audio	Comment noted
From personal experience most of my customers prefer CCTV.	Comment noted
All vehicles used to carry paying passengers should be fitted with CCTV	Comment noted
This should be mandatory to protect the driver and passenger(s). Dual CCTV should view both passenger(s) and driver to eliminate uncertainty and hearsay should an event take place. CCTV recording should also have audio capability.	Comment noted

It should be compulsory for driver and passenger safety and remotely held	Comment noted
They should all have cctv	Comment noted
It can be expensive for taxis but useful for everyone's security. It should be encouraged, maybe some financial support given	Comment noted
All should have Cctv	Comment noted
All taxis should have cctv	Comment noted
Yes it should be the responsibility of the vehicle owner, not the authority. But choice should not be down to the owner, should be down to the authority and the passengers	Comment noted
CCTV not only protects the public but protects the driver	Comment noted
Cctv should be mandatory in all vehicles but there has to be clear signage with regards to recordings as well as clear instruction with regard to retention periods and the deletion of footage recorded. Who is responsible for the footage.	Comment noted
Council should contribute toward the CCTV	Comment noted
Each taxi should have to have a cctv	Comment noted
should be compulsory but at the owners cost	Comment noted
Council should pay for it. God knows you make enough money but mismanage it another way Welcome to the real world or managing money	Comment noted
Should be imposed. For passenger safety and drivers	Comment noted
I feel CCTV should be mandatory in all PHV and taxis for the safety of the drivers and all passengers. The Government recognises that CCTV provides a safer environment for both passengers and drivers. A great deal of criminal offences could and would be prevented if there were CCTV in all vehicles, which in turn would protect the vulnerable in our society. Over many years especially lone females have been sexually assaulted by taxi drivers and many could have been prevented if there had been CCTV in the vehicles. This is a serious crime which has long term implications for the victims	Comment noted
It should be compulsory and a requirement by the authority that a vehicle owner and driver has an operational camera at all times.	Comment noted

Yes, as long as the vehicle has operational CCTV to protect both driver & passenger	Comment noted
Should be in all cars for safety of driver and passengers	Comment noted
It should be mandatory to protect drivers and clients	Comment noted
To keep the drive as well safe.. as well as the public that get into the car	Comment noted
CCTV should be mandatory in app the vehicles and should be in working order	Comment noted
CCTV should be mandatory for everyone's safety	Comment noted
all should have cctv	Comment noted
CCTV should be a condition of licensing. It protects the driver and the passenger	Comment noted
It should be a minimum requirement and essential to gain an approved license	Comment noted
All taxis should have cctv	Comment noted
It should be mandantory in all hackney and private hire vehicles so should dash cams front and rear	Comment noted
CCTV should be compulsory	Comment noted
As part of licensing conditions I believe	Comment noted
No should be mandatory	Comment noted
Mandatory. Protect the driver and customer, although concerns about data protection is present	Comment noted
Should be law for both parties I e passenger and driver...I was once mugged by a group of taxi drivers	Comment noted
All should have cctv	Comment noted
inside facing cameras should be obligatory for the safety of both driver and passengers	Comment noted
It should be mandatory	Comment noted
All vehicles should have cctv	Comment noted
CCTV should be mandatory for everyone's safety	Comment noted
Should be compulsory	Comment noted
Cctv should be Mandatory	Comment noted
Everyone should have to use cctv	Comment noted

Should be mandatory but offset by funding by council	Comment noted
This should be accessible either remotely or by download by the local authority	Comment noted
Should be a requirement. To protect driver, and passengers. Up the accountability of drivers and safety of passenger	Comment noted
I think perhaps it should be mandatory or perhaps a tracker being fitted just to ensure safety of passengers; which could record the last 30 days but not everything given some privacy to drivers. It could be looked at only in a complaint/incident	Comment noted
CCTV is to protect the driver and the customer	Comment noted
It needs to be mandatory	Comment noted
we do not agree with mandatory CCTV conditions, but it is essential that a minimum standard and criteria is set in place to ensure that any devices used are fully ICO and UKGDPR compliant, which rules out the use of any dashcams for licensed vehicles for many reasons	Comment noted
Should be compulsory for safety reasons	Comment noted
I think all taxis should have cctv for safety purposes both for passenger and driver.	Comment noted
All private hire vehicles should have independent cctv in them to protect the public	Comment noted

Question 12

Do you agree that windows (other than the front windscreen and front passenger windows) should be manufacturers standard tints?

	Percentage	Number
Agree	77%	286
Disagree	18%	65
Don't know	5%	20

Comments	Council Response
What is manufacturers tint? this part is misleading and open to interpretation. All windows should be kept clear as per the front windows and side windows for public safety	Manufacturers standard tints are the level of tint that is given to a vehicle as it comes off the production line as a standard.
Manufactured spec should be allowed instead of percentages	Comment noted
If vehicle is standard then fine	Comment noted
What is different from manufacturer or after market it should be allowed but a certain amount of darkness	Comment noted
Midt vehicles now have slightly tinted widows	Comment noted
Low level tints should be allowed. Some passengers prefer abit of privacy.	Comment noted
As long as it's legal any tint or film should be allowed	Comment noted
All vehicles with factory tints should be allowed there should be no restrictions	Comment noted
manufactures tinted should be allowed without any light percentage	Comment noted
No	Comment noted
As long as the tints are legal	Comment noted
Any tints on rear screens is a bad idea	Comment noted
no safety with tints cant see in to see if its safe	Comment noted
A lot of cars come as standard	Comment noted
or any legal tints should be allowed	Comment noted

This is a sensible idea.	Comment noted
It's up to the owner of the vehicle and as long as no laws are broken the council should stay out of this issue.	Comment noted
windows should be clear.	Comment noted
All clear glass	Comment noted
Zero tints	Comment noted
They should be manufactured tints or we can tint them as long there in limit	Comment noted
When I bought my taxi car new in 2020 I was told not to have tinted windows at all because it will not be allowed and will fail its compliance test which meant i couldn't purchase my desired spec car. But I've seen many newer and older vehicles with factory tinted windows in operation since. Either way rools should be the same for everyone.	Comment noted
Who wants to travel in a car with dark windows?	Comment noted
Back rear windows don't matter	Comment noted
theres nothing wrong with tinted rear windows. Some people like anonymity and dont want to be seen. Victims of domestic abuse for example dont want their whereabouts to be known. If windows cant be tinted to the police can see who is in the back then Burkhas or any face coverings should also be banned	Comment noted
Any tint as long as legal 70% back 30% front	Comment noted
No vehicle taking payment for travel should have tinted / privacy windows	Comment noted
It should be uniform	Comment noted
Why should they be tinted? There is no need for this other than aesthetics	Comment noted
Not sure why this would be a requirement	Comment noted
Unless they come with the tints don't think they should be allowed at all	Comment noted
It's a taxi not a bloody pimped out car 🚗👊	Comment noted
Most vehicles now come with tinted windows as standard. It's costly to have these changed as many of them do not meet licencing standards. Should be allowed to be tinted as per manufacturers	Comment noted

standards but NOT amended from that (unless tints have been chosen to be removed by owner) defo not darker	
There should be no non standard modifications allowed. If any modifications are present the license should be denied or revoked in the case of a test. All cars/vehicles produced in the last 15years have sufficient sun protection as standard (the only need for additional tints)	Comment noted
Should not be tinted...I would feel like I am in a grooming gang car.	Comment noted
If a person buys a car they will buy what is good for them not have a measuring system to check if it's kirklees compliant or not. Individuals are already getting penalised by kirklees council on things such as MOT when a private MOT should be accepted that's like saying the cars on the roads we see are not fit for purpose because they have a private MOT. Kirklees council need to support the drivers who are trying to put food on the table especially during the cost of living having gone through the roof.	Comment noted
So long as it's legal it's fine. If you don't like taxis with tinted windows don't use them and of enough people don't use them the drivers will getvthe message and remove the tint. I imagine most people don't care, and others probably appreciate the fact that the tint reduces heat and glare from the sun!	Comment noted
But also allow privacy windows as I don't mind tinted windows... they also reduce UV light and sun light in the car	Comment noted
No tints. For protection of all occupants	Comment noted
Tinted windows makes no difference if you buy them with them on you have no choice but to get them taken off which is unfair.	Comment noted
Any tints	Comment noted
we have written several articles on this subject in the www.phtm.co.uk , and successfully taken one local authority to court under judicial review, as there is no lawful or logical justification for not allowing manufacturers standard glass, furthermore, a vehicle is presented as manufactured in order to achieve M1 type approval for the vehicle, making such structural changes to the vehicle undermines the M1 type approval of the vehicle, and can have	Comment noted

insurance implications too. i would go further to state "all windows" since the front windscreen and front passenger windows are also manufactured to satisfy national legislation of 75% light for windscreen and 70% front side windows.	
Due to 99% new vehicle coming with manufacturers tinted glass.	Comment noted

Question 13

Do you agree that blackout/privacy glass and self-applied material/film should not be permitted on licensed vehicles?

	Percentage	Number
Agree	66%	243
Disagree	27%	99
Don't know	7%	27

Comments	Council Response
Films reduce harmful rays entering a vehicle	Comment noted
This licence is also for private and pleasure use	Comment noted
Only manufactured windows should be allowed	Comment noted
It's should be allowed but limits should apply	Comment noted
Low levels should be allowed. Some passengers use taxis and prefer privacy when commuting.	Comment noted
Factory fitted privacy glass must be allowed because it is fitted as standard to most cars now	Comment noted
If it's legal then it should be allowed	Comment noted
public safety	Comment noted
No	Comment noted
It should be permitted on any licensed car	Comment noted
tints not needed for people dont feel safe	Comment noted
It just shouldn't.	Comment noted
if it is legal it should be allowed why is different laws applicable	Comment noted
This is a sensible idea.	Comment noted
As long as the UK law is followed it's ok	Comment noted
As long they in the limit should be fine	Comment noted
As longs they in limit	Comment noted
They shoukd never be allowed to do this even if it is legal	Comment noted
Just why not?	Comment noted

As long as legal shouldn't be problem	Comment noted
Why would you need blackout/privacy glass?	Comment noted
No vehicle taking payment for travel should have tinted glass, anywhere	Comment noted
Not sure why this would be a requirement	Comment noted
If this is found the license should be denied or revoked if discovered at retest	Comment noted
Why would this be necessary?	Comment noted
I agree people shouldn't put film themselves but feel that if that's the way they bought the car then that should be ok. It's bizarre how up until now It's never been mentioned but all of a sudden drivers are being targeted from all sides for some reason. Please stop forcing them out as there will a lot of people who feel that they are being targeted from all sides from kirklees. Other councils have allowed so many taxis in to kirklees as it is making it hard to earn a decent living as it is.	Comment noted
Lots of people who take taxis may be more vulnerable, for the safety of the passenger and the driver the interior should be clearly seen at all times	Comment noted
If passengers don't like it they can use a different taxi - vote with their feet. As above	Comment noted
Why are these things needed on a Taxi I thought this kind of window tinting was against the law anyway	Comment noted
As above	Comment noted
As long they in the limit should be no problem	Comment noted
If they are in the limit they should be allowed	Comment noted
anything other than manufactured standard should not be allowed, in fact the fire brigade also do not support aftermarket tints as they turn standard shatter glass into laminated glass, making it more difficult to get people out of a vehicle in the event of a serious RTA	Comment noted
If the glass isn't manufacturer tinted then this should not be permitted	Comment noted
As long as its not factory tinted glass	Comment noted
As long they in limit	Comment noted

Blackout / privacy should be allowed but not self appplied material / film	Comment noted
As long they in limit	Comment noted

Question 14

Do you agree that MPV's (multi-purpose vehicles) and SUV's (Sports Utility Vehicles or 4x4s) should not be licensed?

	Percentage	Number
Agree	57%	211
Disagree	30%	111
Don't know	13%	50

Comments	Council Response
I see no reason why MPVs should not be used as per manufacturers approval. I agree that SUVs and off road type vehicles are inappropriate	Comment noted
They are easy to get in	Comment noted
Should be licenced	Comment noted
From my perspective any vehicle should be allowed especially in ph as supply and demand is changing with customers and many do inquire about mpv and suv infact I was thinking mercedes gls or x5 as an executive transport there is a market out there.	Comment noted
Some customer with back pain illness can sit in and out from MPV easily than saloon cars	Comment noted
There more roomy than a car so I don't understand why not	Comment noted
Drivers discretion	Comment noted
Should be driver's choice end of the day its driver's who pay for there vehicles not council	Comment noted
All cars should be allowed	Comment noted
No	Comment noted
If vehicles can carry passengers and their luggage then any vehicle should be permitted. I've had hips replaced and have problems with some standard cars. 4x4's might just be an advantage round here in winter.	Comment noted

What is wrong with larger vehicles like MPV's able to carry more passengers at once for larger groups?	Comment noted
I think there might be a need for these types of vehicle	Comment noted
too much pollution	Comment noted
However I might add that oap struggle to get in to these cars.	Comment noted
MPVs are impractical when it comes to seating people in the rearmost seats and SUVs shouldn't be licensed as we don't need more SUVs in our town centres or near schools.	Comment noted
It's down to each individual owner and what his customers like	Comment noted
Again depends on emissions and meeting safety standards	Comment noted
I can't se many being needed but for airport runs, group hire etc they are useful	Comment noted
Why not if the owner wants to he can	Comment noted
Every driver has his own needs should beeb given plates	Comment noted
They are too big and take up too much room on the road	Comment noted
Mpv are usually more seating capacity needed for School runs. It would affect the local community. No driver I have known is going to license an SUV anyway. 4x4 now a days can be more eco friendly then standard vehicles, so assess case by case. Also if there is a licensed vehicle which is 4x4 serving community in a rural area may still need licensing.	Comment noted
theres nothing wrong with them, some people actually find getting in and out of higher vehicles easier	Comment noted
The type of vehicle is irrelevant	Comment noted
Mpv should be allowed 5/6 seater because buying mini busses cost is very high and customer paying extra for mini bus when there are only people	Comment noted
Should be licensed	Comment noted
Difficult to define SUV/MPV	Comment noted
Such vehicles are vital to the transport of small groups	Comment noted
There is no reason for suv etc...to be used a taxi	Comment noted
No need for them	Comment noted
These types of vehicles are just as useful as minibuses	Comment noted

both have a place, rules around age as above	Comment noted
Are they safe yes Can they carry passengers yes Then should be allowed	Comment noted
SUVs should be allowed but not MPVs	Comment noted
As these can provide a more accessible service for the user ie disabled, less mobile and depending on terrain access, ie if someone lives off a main road.	Comment noted
In Yorkshire 4 x 4 vehicles are useful in times of ice and snow	Comment noted
What about more than 4 passengers?	Comment noted
So long as it's suitable for use on the road and can carry passengers who cares what shape it is? In more rural areas a 4x4 may actually be beneficial for certain passengers	Comment noted
As 5 seater cars are getting smaller aruis corolla.....an alternative is 4x4s	Comment noted
Alot of drivers need 7 seater mpv for private home use should be allowed	Comment noted
So long as it can get me from A to B faster than a bus i don't care what car it is	Comment noted
SUVs may be useful especially especially for travel to rural locations	Comment noted
Drivers with big family's will needs mpvs for there private use not just for taxis	Comment noted
many drivers like the higher driving position of such vehicles, as it allows them to see the road ahead much clearer, furthermore, the DFT best practice guidance of 2010 clearly stated that no vehicle should be automatically excluded from being licensed	Comment noted
Driver needs it for personal use	Comment noted
They should be licensed	Comment noted
In snow do need 4x4 vehicles.	Comment noted

Question 15

Do you think licensed vehicles should be allowed to tow trailers?

	Percentage	Number
Agree	48%	177
Disagree	37%	137
Don't know	15%	56

Comments	Council Response
As long as they meet trailer MOT requirements	Comment noted
I can see no reason why not, it may make longer trips and airport runs more efficient - both for the driver and for the environment.	Comment noted
Some 6 seater vehicle and companies who do airport runs require extra space for luggage so what's the issue	Comment noted
Yes should be	Comment noted
Yes upto driver	Comment noted
Taxi ride is different to towing trailers	Comment noted
No	Comment noted
Given the standard of driving of taxis I've witnessed recently I wouldn't trust them with a trailer. I think they should all have to have cctv/dash cams and trackers fitted and examined regularly	Comment noted Complaints about standard of driving can be submitted to licensing@kirklees.gov.uk
Useful for those offering to carry additional luggage for passengers	Comment noted
But only for airport/luggage runs - not sure how to enforce this	Comment noted
Airport runs!	Comment noted
nonsense not safe	Comment noted
Not whilst on duty. Off duty it's a private vehicle	Comment noted
I believe it should be the choice of the owner. They may have passengers heading to the airport with lots of luggage. I have seen private hire vehicles with trailers from other authorities and don't see an issue.	Comment noted

Yes Because I use my vehicle for my own pleasure as well and should be allowed to put a trailer on it just like any normal car.	Comment noted
Subject to an additional test	Comment noted
Not sure if u mean that they have a trailer when they are working ir for their own use	Comment noted
Yes if the insurance covers	Comment noted
Trailers should only be drawn by the people who own them or specially trained personnel. Not taxi drivers.	Comment noted
Why not? As long as relevant insurance / MOT is there	Comment noted
yes, as long as they are driven in a safe manner. I cant see why taxis/PHV drivers should be treated any differently to a private motorist. We all have to pass a driving test which shows our competence to drive	Comment noted
But only if it is an MPV/mini-bus type taking a large group to an airport/seaport/holiday resort and the trailer is used for luggage.	Comment noted
Trailers could be used but subject to yearly checks for safety	Comment noted
This should be restricted to vehicles capable of towing ie SUV's and certain MPV's. Standard cars should not be allowed to tow whilst used as a Taxi.	Comment noted
Safety is paramount. Not every driver will have trailer licence on his or her licence	Comment noted
Licensed vehicles should be used for just that	Comment noted
For airport runs only	Comment noted
Airport providers for example. But trailers should be inspected at 12 month intervals	Comment noted
Again what's the difference to a normal car	Comment noted
It could enable users to move eg furniture, go camping, visit a tip etc.. so could be more flexible a way to help users	Comment noted
For airport services to hold suitcases etc	Comment noted
If used out if work yes, not while theybare working	Comment noted
Again it's a taxi .. not anything else .. so NO	Comment noted
Only when NOT in passenger service	Comment noted

The vehicle should be suitable for purpose in its standard configuration	Comment noted
If it is safe to do so	Comment noted
Some taxis carry multiple people to airports etc and their luggage needs to go somewhere	Comment noted
It would be a useful addition	Comment noted
Can the driver trust a passenger's trailer? Probably not worth the risk. I can't imagine a driver driving around picking people up with a trailer hitched just in case! One use case could be if a passenger needs a load moving but there are specific services for that.	Comment noted
Air port travel?	Comment noted
there are occasions where passengers travelling to and from the airports, seaports and rail stations, travel with too much luggage to fit inside a vehicle, which then requires additional luggage space to be made available, we see no justification for not allowing such a service to be provided	Comment noted

Question 16

Do you have any other comments regarding any of the other proposed amendments to the existing vehicle specification, or any proposals you wish to put forward?

Comments	Council Response
There are some elements of the regulations around vehicles that I do not think are needed (why does a roof window need to function for example and why should a car be polished?). I am also concerned at the failure rate for vehicles stopped for random inspection. If the rules were less numerous and more focussed on actual safety, it may be easier to enforce the smaller number of safety related standards and ensure drivers concentrate on compliance.	Comment noted
Get rid of the stickers full stop	Comment noted
I think there shouldn't be any age limit for private hire as far as vehicle is road worthy If the vehicle is not fully maintained and no good enough for roads than don't give permission to drive	Comment noted
Private hire firms should not be allowed to use the word taxi as a company name- regardless if they employ or have hackney drivers working for them.	Comment noted
I want to remove door signs. Only licensed plate on back	Comment noted
Now a days council is not issuing door sign even though they take money for door sign so it better to abolished the door sign permanently	There was a short period when the Council's door sign printer was not working, once they were fixed door signs were taken to the licensed operators to be distributed to those drivers affected.
Licensing fees need to remain the way they are. Cost of living is very high drivers are barely making ends meet. Please consider not raising this and also allowing hybrid vehicles to stay licensed up to 15 years.	Licence fees do not relate to this consultation. Other comments noted.
My polite request to the council is to not change the taxi plate every year, renew the previous one, when the driver changes the vehicle, then he should be given a new taxi plate, thank you	The plate on the rear of the vehicle shows the expiry date of the licence, this is to ensure vehicles aren't being used without a current licence.

Give some operators an inch and they will destroy their own businesses. Taxis as public service vehicles , MUST be REGULATED	Comment noted
Hybrid and low emission vehicles euro 6 should have no age restrictions and allow 2 compliance test annually to keep them road worthy and passenger safety	Comment noted
Euro 6 licenced vehicle should have extended period	Comment noted
It would help flow of traffic, improve air quality and provide the people of Kirklees more public transport options at busy times around Kirklees, to allow private hire vehicles to use bus lanes in and around the district.	This comment does not relate to the vehicle specification policy consultation.
We should have choice to get mot testing done any mot place as it very hard to book with kirklees mot center..	This comment does not relate to the vehicle specification policy consultation.
council should accept private MOT certificates	This comment does not relate to the vehicle specification policy consultation.
Please allow private hire taxi to use bus lane or bus gate .it will reduce high level of pollution .time concompion .also will bring more trade to town .like shopping etc .	This comment does not relate to the vehicle specification policy consultation.
Any Private hire Euro 5 Diesil should get at least 13 years from date of registration due to cost of living it's not fare with drivers to change there vehicle if it's in good working condition if necessary there could be 2 compliance test after 10 years of age	Comment noted
Pls allow private hire drivers who also work in other settings to use magnetic stickers. These can help bring down taxi crime rates discrimination and also allow drivers to use different ones for different jobs	Comment noted
Stop out of town cars working here E.g wolves Let Uber have a limit . They are controlling and taking over	This comment does not relate to the vehicle specification policy consultation.
It's the driver not the vehicle, old vehicles are much better than newer ones. Simpler more safe	Comment noted
None	Comment noted
It is very confusing to differentiate between taxis and PH when the companies are called taxi in their names. I must be the only one in my household who knows the difference otherwise they are all taxis,	Comment noted

I bet i am not the only one. Private hire companies should not be allowed to have taxi in thier company name as this causes confusion to those who don't understand.	
If the vehicle is in good condition and well maintained should be granted a license	Comment noted
All hybrid cars should get 16 years licence. And can be licensed within 16 years of age. Magnetic stickers should be allowed for private hire! Because private time with your family you can remove stick stickers and have a nice trip with family without people staring at you and throwing stones misbehaving.	Comment noted
No	Comment noted
A vehicle should be able to have a license as long as the car is well Maintained and and is safe.	Comment noted
All kirklees taxis and private hire should have only private m.o.t were it suits our needs we're to get it done by it takes up to 6 or more weeks to get appointment with kirklees and driver is at lost	This comment does not relate to the vehicle specification policy consultation.
The attachment of taxi licences to registrations plates is illegal but this is still allowed to go on and should be totally banned and should be done by the licence authorities and the police	This comment does not relate to the vehicle specification policy consultation.
There needs to be better offerings for those with pets with conditions placed on passengers but also more requirements for drivers to accept bookings	This comment does not relate to the vehicle specification policy consultation.
Telematics should be compulsory	Comment noted
better sinegage especially at night cabs smell of smoke/vape	Comment noted
European Taxis are modern,clean,safe and with standard signage.....ie Spain,Germany.	Comment noted
All councillors on licensing should be made to go out and pick up a few drunks on a Saturday night. Use the sat nav so no route mistakes. And see what drivers have to deal with then think about equality laws and extra costs when implementing your crazy policies.	This comment does not relate to the vehicle specification policy consultation.
Too many taxi still can be haild to pick farye up,then radio through, should be banned ,more checks on safety lights, etc, no smoking.	This comment does not relate to the vehicle specification policy consultation.
Door signs is a big issue, i am fearfull when i have my family in car and waiting for someone to throw a stone/brick towards my car	Comment noted

Kirklees needs to put its cost down. Every thing is being automated yet cost are going up. We should be able to take our cars for a MOT to any respectable garage	This comment does not relate to the vehicle specification policy consultation.
The use of ULEV vehicles should be encouraged and incentivised, as in line with Kirklees Council CCAP Action T1.6, with the view of making them mandatory not optional by 2038.	Comment noted
No	Comment noted
Drivers should pass an advanced driving course	This comment does not relate to the vehicle specification policy consultation.
All drivers of petrol or diesel engine vehicles should switch off their engines while waiting for fares or be heavily fined	This comment does not relate to the vehicle specification policy consultation.
Hi Kirklees council should increase the vehicles age limit like so many other councils are doing in these hard times everything is so expensive now cars are more expensive and insurances has gone up cars repairs fuel licences fee etc we are private hire drivers but we are also members of the public in these difficult times Kirklees council should make things easy for us thanks	Comment noted
As vehicles are expensive to buy should be given more than 7 years to plate	Comment noted
The vehicles should be allowed to remain in operation till they are no longer In a satisfactory condition to do so.	Comment noted
Hygeine tests for all vehicles at least once a year. Since Covid hand sanitisers should be available in all vehicles.	Comment noted
The future of all vehicles lies in the established and improving hybrid vehicle which will self charge in use. No need for charging points and less weight on roads already in need of significant repair	Comment noted
Perhaps the taxi driver should have to take an advanced driving course? I'm not sure what standard they have to drive to, but when I follow one in Kirklees, I don't think I have ever seen them use an indicator. Mirror, signal, then manouver. Not the other way around would help other road users	This comment does not relate to the vehicle specification policy consultation.
Should be 1: 1 West Yorkshire licensing authority 2: DVLA mot should be accepted 3: DVLA rules should be applied for taxi drivers	Comment noted, part of the comment does not relate to the vehicle specification policy consultation.

like penalty points 4: online 3 years renewals 4: more enforcement officers one the roads to spot on checks 5: Hard punishments for drivers who doesn't maintains their vehicles mechanically. 6: Computerised data sharing between Operators and licensing authority to make easier to spot on checking for enforcement officers. Licensing authority should not use 1990 system in this digital time. I'm happy to attend any consultation meetings to answer any Questions in more details. Muhammad Ansar 07852265124	
A taxi should have to carry a spare wheel and means to fit it. There is a change in the wording of some rules such as 1.3 when 'will be rejected' has been changed to 'may result in'. This is wrong. If something is incorrect it must be rejected. A 'may be' statement allows wriggle room and arguments from drivers which will waste the time of inspectors. It should be a definite condition. Take out all the 'mays' and put 'will' or 'must' Remove from point 1.12 the sentence 'This is especially so given thatfrom sale in the UK from 20230' - The government are already distancing themselves from this condition and it seems pointless to include a condition into your vehicle specification that may not be true	Comment noted
Go by example of other councils such as Bradford. Licensing older eco friendly is a good incentive. If you don't, this is not 80's where drivers will work in the area that they're licensed at. Drivers will license from Bradford, live in Huddersfield and work in Leeds. Thanks to UBER. Wolverhampton is another good example. So stop being stubborn and big - headed and risk of losing licensees to other council who are just getting richer.	Comment noted
Can it please be checked that the drivers know the HIGHWAY CODE, as a large amount of taxi drivers frequently run red lights and are often pulling out without indicating and cutting other road uses up, which makes them a danger on the roads.	Comment does not relate to the vehicle specification policy consultation.
Please treat the taxi drivers like you treat the other council workers because most of the times we feel like criminals the way you treat us	Comment does not relate to the vehicle specification policy consultation.
All passengers vehicles carrying paying customers should be no older than 10 year for safety and environmental issues.	Comment noted

Stop inventing ways to increase costs and overheads for honest working people	Comment noted
What is the council doing apart from putting fees up.? How are you going to help your driver to get on to more environmental friendly cars? Are you going to give grants like leed and Bradford council? Fees go up significantly every year if we complain and ask for the high cost the reply from the council representative is that Leeds and other neighboring councils have put them up too yet You do not realise that they work in city's not town and villages like us where the earnings is less. Yes other councils have put fees up but they have also given grant to drivers to get electric / hybrid cars where as you do not have any idea how you will help the kirklees licence holder.	Comment does not relate to the vehicle specification policy consultation.
Allow wav upto at least 16 years or longer if running good Allow all vehicles at least 15 year's or longer	Comment noted
Speeding is common in taxis and sometimes dangerous driving. What can be done?	Comment does not relate to the vehicle specification policy consultation. Complaints about standard of driving can be submitted to licensing@kirkleess.gov.uk
Make the taxi drivers accept your dog. Few weeks ago 5 companies wouldn't accept our dog so we had to stay overnight at friends. Shocking service	Comment does not relate to the vehicle specification policy consultation. Complaints about drivers or operators can be submitted to licensing@kirkleess.gov.uk
Drivers need to be tested as terrible drivers sometimes. Vehicles can be very old	Comment does not relate to the vehicle specification policy consultation. Complaints about standard of driving can be submitted to licensing@kirkleess.gov.uk
Why is there nothing about the drivers themselves . This is all about vehicles . Drivers should not be allowed if above 6 points . We should not risk people with drivers with lots of points on licence . Would council employ them . Would other firms employ them . If not why are we risking people with poor driving standards .	Comment noted, this consultation relates specifically to the vehicle specification policy, the driver suitability policy was reviewed and consulted upon in 2023.
The vehicle and the driver are two separate entities. The vehicle should be licenced and the driver should too. But the vehicle is only licenced if driven by a licenced driver. I thought the survey might touch on driver training?	Vehicles, Drivers and Operators are all licensed independently. This consultation is specifically in relation to the vehicle specification policy. Other policies such as the driver suitability policy and driver training are reviewed regularly in accordance with the guidance for timescales for the review of policies.

White taxi cabs are well overpriced. I would prefer to use one but too expensive compared to other local taxis	Comment noted.
Please make all the processes easier for everyone too many bureaucratic hurdles such as going to office finds out door is locked only som	Comment does not relate to the vehicle specification policy consultation.
It is imperative that a driver is assessed as rigorously as the vehicle and vice versa and that it is equally across the board and not favouring one type of vehicle over another. I also think 2/3 seater mopeds/trikes and could be something to consider for a taxi service too, and are greener	Comment does not relate to the vehicle specification policy consultation.
Let vehicle run until stop working	Comment noted.
Trackers installed to ensure safe driving practices and adherence to speed limits	Comment noted.
The price of getting into the car, it's really expensive ... so that needs to be sorted out the price !!!!!	Comment does not relate to the vehicle specification policy consultation, price of vehicles is not something the local authority has any control over.
A common sense approach is vital. If you add to the costs of running a taxi business they will have to pass those costs on and whilst it is vital that vehicles are maintained properly there is no benefit to raising costs to taxi owners and therefore their customers unnecessarily in the current economic environment.	Comment noted.
Vehicles should have a max life span of 10-years. The company name should only be displayed when the taxi is "in service", hence the use of magnetic plates.	Comment noted.
Licenced vehicles should not be able to be 'cash only' Not many people carry cash with them and I caught a taxi near Huddersfield trainstation that only accepted cash and they had to drive me to a cash point for me to withdraw money for the journey. This not only made the journey longer, more expensive and arrived later than expected. This also calls into question are the drivers declaring all there income to the HMRC.	Comment does not relate to the vehicle specification policy consultation.
Boot space should be a minimum size capable of carrying suitcases, folding wheelchairs etc. Conversations between drivers and their bases should be conducted in English language.	Comment noted.

The current maintenance levels of some taxis operating in the area are diabolical and it is clearly evident that modifications are taking place after the initial licence is issued. All Hackney Carriages and private hire vehicles should be retested thoroughly twice a year as a minimum	Comment noted.
I think that some sort of notice explaining that the driver has been police checked should be displayed with a picture of the driver I think that noisy music should not be playing when you are travelling and that the driver should refrain from talking on the phone for the journey	Comment does not relate to the vehicle specification policy consultation.
As previously stated all licenced vehicles should have mandatory cctv and dash cams to keep the driver and customers safe in this day and age it shouldnt be an option you get on a bus they all have them	Comment noted.
All Hackney carriages should be disabled access vehicles	Comment noted.
I think the metre should be removed and be charged a flat fee rather than a variable	Comment does not relate to the vehicle specification policy consultation.
Context to this questionnaire would be helpful it's awful written and not valuable from an input perspective. It's almost bias	Comment noted.
We need electric vehicles. Keep up kirklees	Comment noted.
Taxis parking on zebra crossing and any other crossing whilst dropping off or awaiting a fare should get a automatic points deducted on there licence	Comment does not relate to the vehicle specification policy consultation. Complaints about specific vehicles/drivers can be submitted to licensing@kirklees.gov.uk
There should be no door signs its ruining our cars and bodywork the council wont pay us for that, look at tfl council in london they literally dont have anything on the vehicle apart from little sticker on windscreen and why cant we do the same	Comment noted.
Please show some Kindness to these people trying to earn a living don't force them out of work. Please try accommodate them not penalise them at every opportunity. I believe if the council keep this up they will make it hard for many people who are trying to feed their kids in these difficult times. Show compassion as they say if it ain't broke don't fix it.	Comment noted.
Safety for the driver and passengers is paramount. So testing and age of vehicle should be the priority. I also think fixed fares should be	Comment noted.

the norm . Some drivers definitely take more expensive routes than they need to . So many traffic lights in Huddersfield post codes that a very short trip can cost an awful lot.	
I think too many taxi vehicles are not road worthy and some are very dangerous inside the vehicles	Comment noted. Complaints about vehicles can be submitted to licensing@kirklees.gov.uk
Leave things alone and stop making lives harder	Comment noted.
All taxis should allow card payment and have government approved tracking / monitoring system fitted, too many fiddling the system by having mileage altered on a weekly basis	Comment noted.
Less restrictions. Public transport is not up to the task, the more you strangle cars the more you strangle the town. It's already a maze of bus gates and one way systems, don't make getting taxis impossible too! Also there are far too few EV charging points in Huddersfield. There needs to be a usable alternative before you start making people spend money on things they already have	Comment noted.
I think that there should be a camera on the front of the taxi and the recordings can only be viewed by the licensing board and if seen to be driving aggressively or running a red light they should have their licence removed	Comment noted.
Both Hackney and private hire should follow same fair policy set by council (same rate same fare) as it ridiculous that one can charge double the rate than the other.	Comment does not relate to the vehicle specification policy consultation. Fares for private hire cannot be set by the local authority.
Too expensive. Should have ability for contactless payment	Comment does not relate to the vehicle specification policy consultation. Fares for private hire cannot be set by the local authority.
I think we should have some female only taxi drivers.	Comment does not relate to the vehicle specification policy. The authority cannot require any person to become a licensed driver.
I believe that an option to pay by cashless means should be a mandatory requirement. Many operators accept cash only payments which is dangerous, as it gives opportunities to criminals to access the system. The standard of Hackney Carriages and Private Hire in Kirklees is diabolical and must be addressed	Comment noted.

think that additional checks on the drivers should be done for the safety of the passengers and to prevent people impersonating taxis. Thank you	Comment does not relate to the vehicle specification policy consultation.
No	Comment noted.
Door livery should be magnetic or totally scrapped as in a lot of areas there is stones thrown at cars. Taxis are targets. Drivers and passengers are both at risk. Kirklees council need to consider this as stones and other objects are thrown at the car with it being a taxi. Who is left to pay damages. The driver no one else and most importantly safety of passengers and then myself is very important.	Comment noted.
Whatever policy u make.make sure it's advertised correctly and licensing staff knows it.currently everytime I ring they give me different answers regarding vehicle age.	Comment noted.
I think all Hackney carriages should be wheelchair accessible. I'm a wheelchair user and have been unable to get a taxi in Huddersfield Town centre on a number of occasions because of my wheelchair	Comment noted.
The vehicle licence should be extended to 15 years	Comment noted.
The provision of a fire extinguisher in a private hire vehicle should be optional for the driver. In a forum session with licensed drivers, experienced drivers of 25 years or more said they had never needed to use the extinguisher. Some drivers highlighted that the extinguisher could also be used as a weapon against them. Drivers also said they did not feel comfortable having a fire extinguisher in the vehicle and would prefer to enlist professional help in an emergency. We believe that drivers should not be expected to firefight and should instead call 999 and await the Fire Service. We agree with the National Fire Chief's Council that if a licensing authority elects not to require drivers to undertake training on the safe way to tackle a vehicle fire, vehicles should not be required to carry fire extinguishers	Comment noted.

Consultation Responses Received Via Email

Comments	Council Response
<p>Hi</p> <p>I understand that there is a consultation happening in regard to taxi licensing. Is it possible please to recommend that taxi drivers are trained as Dementia Friends to enable them to assist vulnerable and often confused people using their services? Dementia Friends training is an hour session and this can be arranged via one of our commissioned services.</p> <p>Thank you for your help in this matter.</p>	<p>Comment does not relate to the vehicle specification policy consultation.</p>
<p>Taxi fares , why have they not gone down After drop in petrol prices</p>	<p>Comment does not relate to the vehicle specification policy consultation.</p>

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